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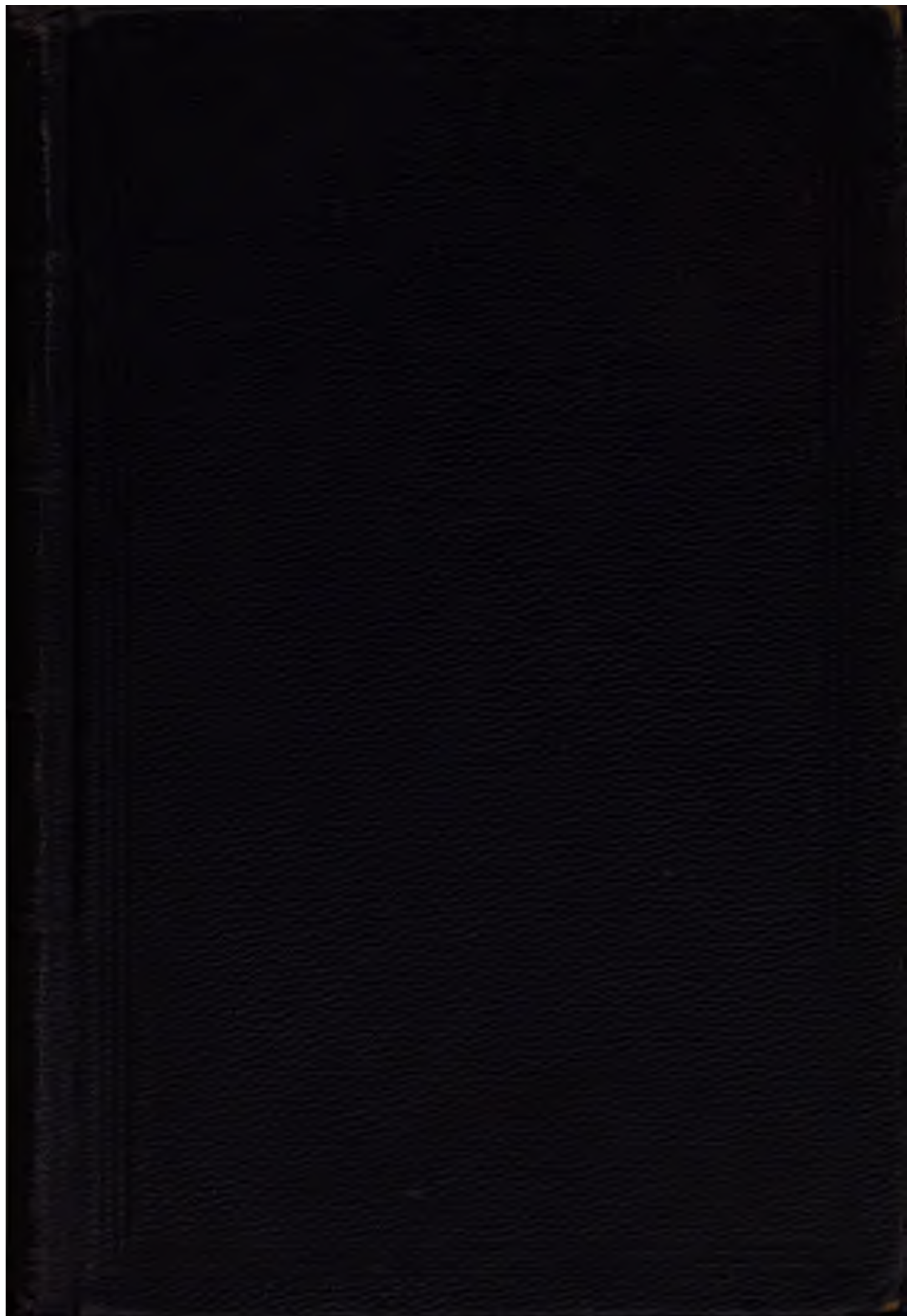
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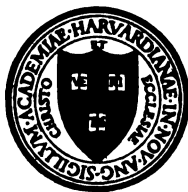
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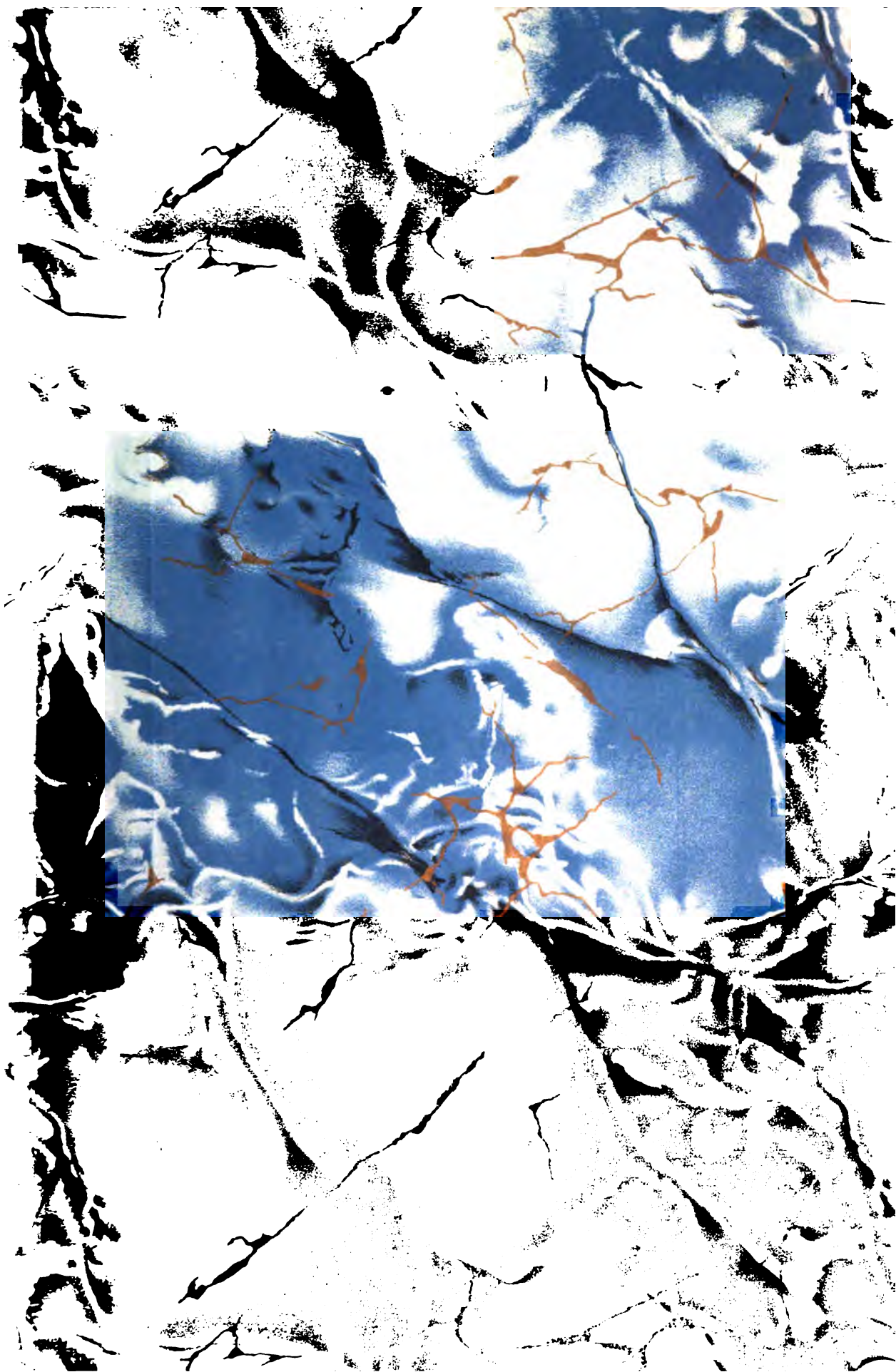
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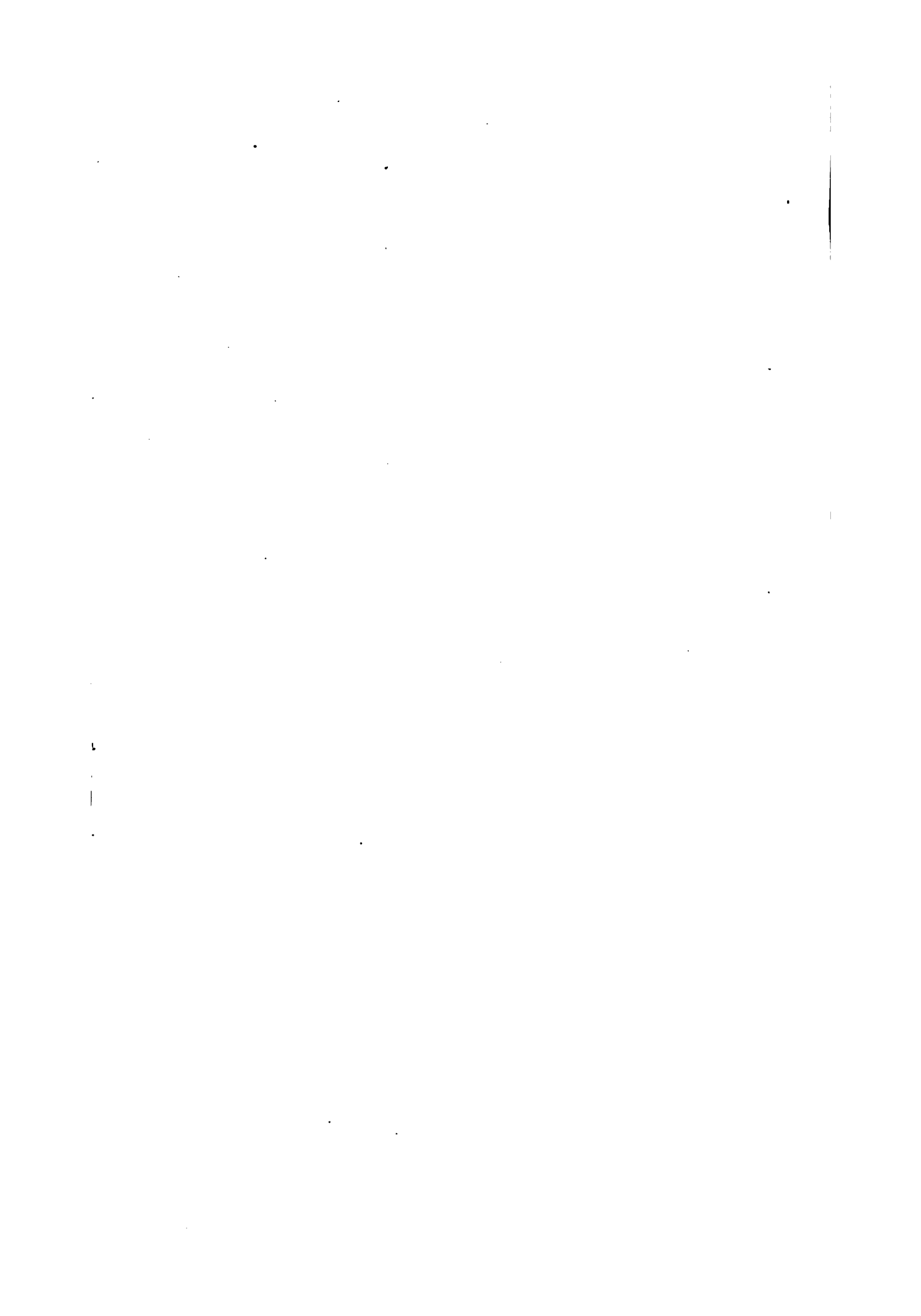
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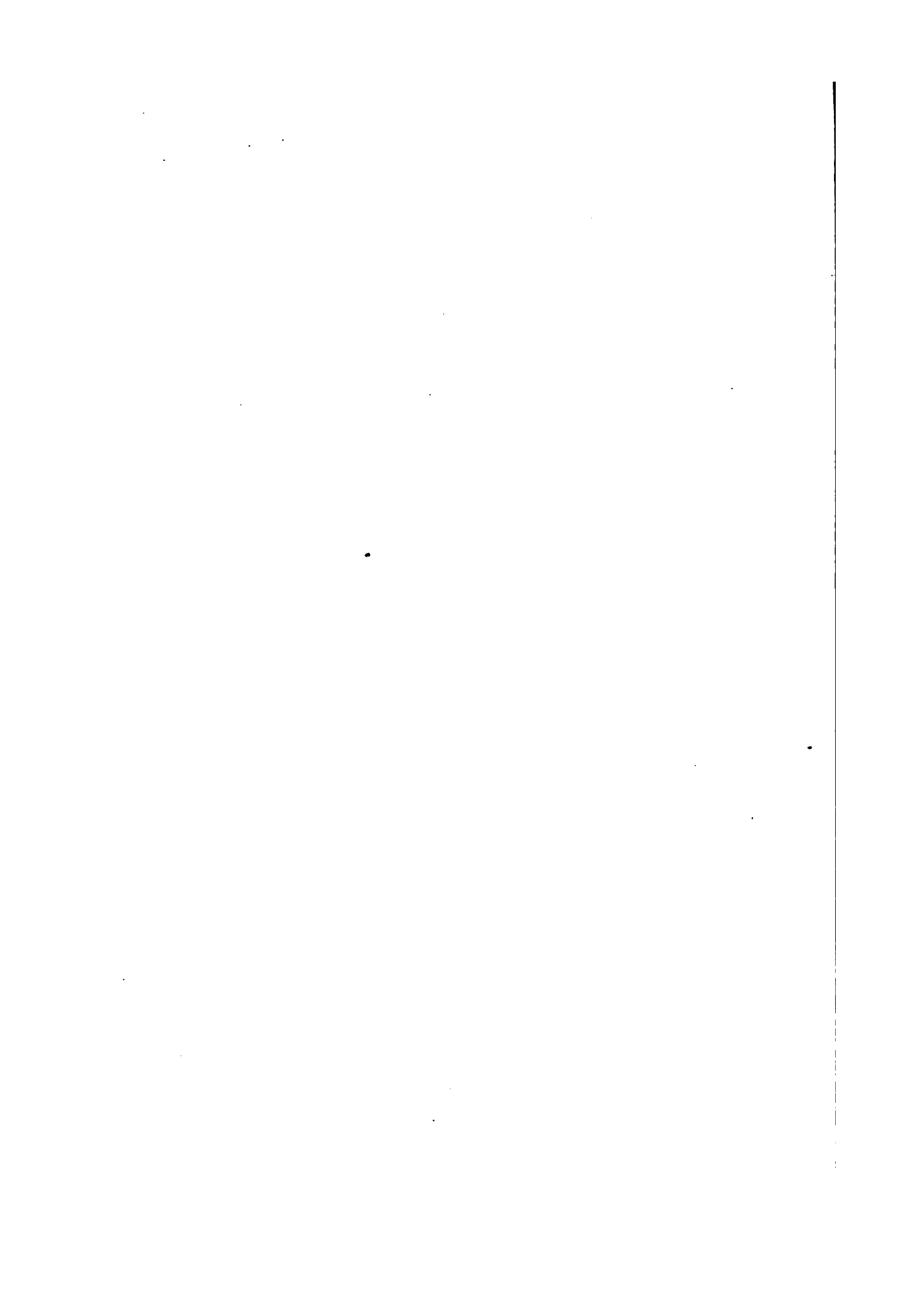
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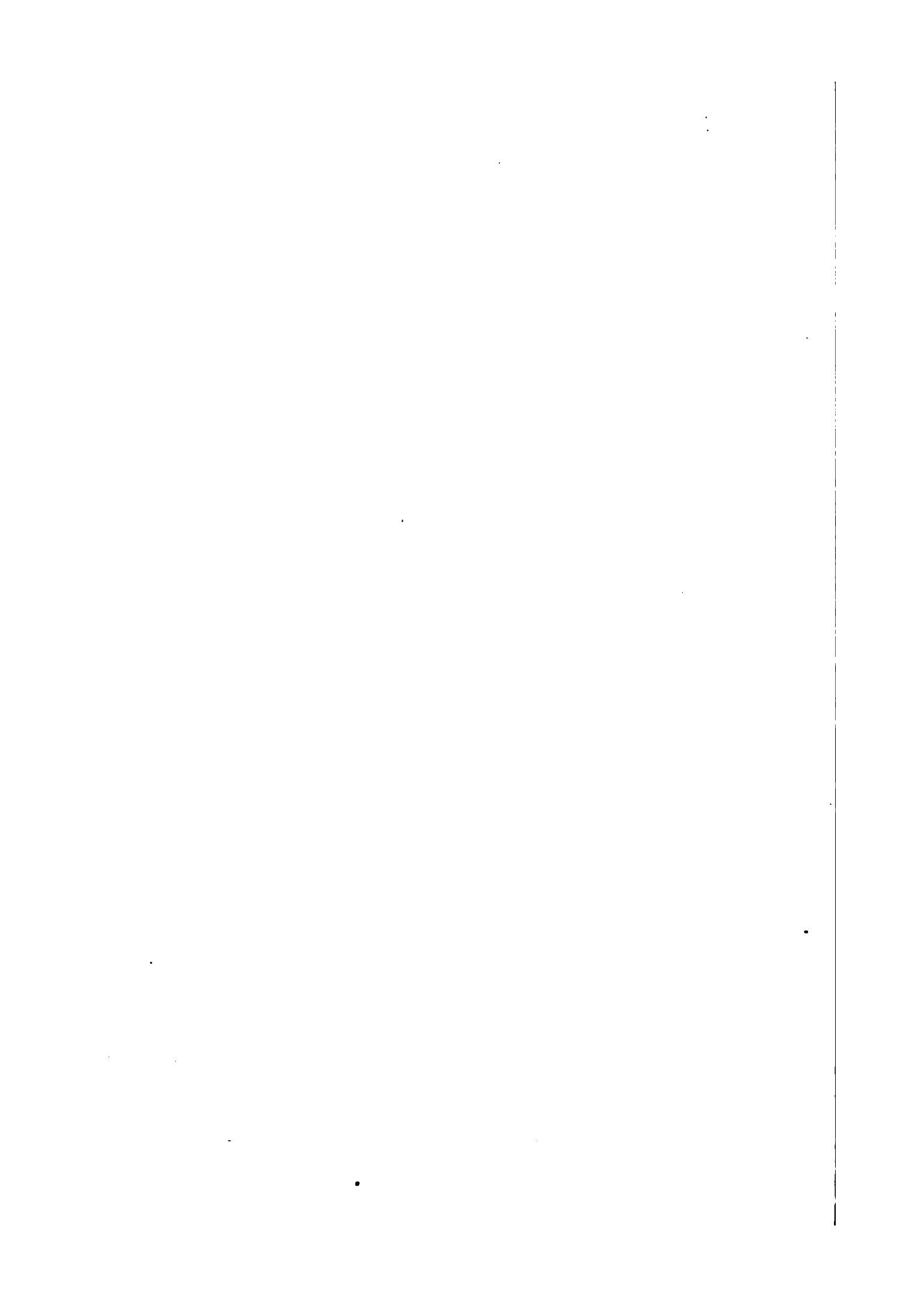
"FOR THE PURCHASE OF BOOKS RELATING TO THE
NORTH PACIFIC OCEAN AND ITS SHORES"





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CLARENCE ALAN MCGREW

CITY OF SAN DIEGO

AND

SAN DIEGO COUNTY

THE BIRTHPLACE OF CALIFORNIA

BY

CLARENCE ALAN McGREW

SAN DIEGO

Assisted by a Board of Advisory and Contributing Editors

WITH SELECTED BIOGRAPHY OF ACTORS AND WITNESSES IN THE PERIOD
OF THE CITY AND COUNTY'S GREATEST GROWTH AND ACHIEVEMENT

VOLUME I

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PREFACE

When the writer started to prepare this History of San Diego County, it was with the hope that no preface would be necessary. Yet, as the work of gathering the necessary facts and preparing them for print progressed, the need for a few preliminary remarks became evident. An important reason for this lies in the fact that the writer could not have a longer time than was allotted to him to complete his manuscript. It would have been a pleasant task, for instance, to go more deeply into the rich stories of reminiscence which have been collected about San Diego, whose olden days are full of romantic appeal. It was impossible, however, within the limits of time and scope that had been laid down, to do more than select from these a few stories which seemed to be most important or distinctive or typical.

The task was taken up and completed in full realization that the earlier periods of San Diego's history had been very ably covered in other histories, notably in that completed nearly fifteen years ago by William E. Smythe, then a resident of San Diego. It would be next to impossible for anyone to prepare a history of this city and county without giving much consideration to Mr. Smythe's history. He did excellent work in collecting facts, some of them from rapidly dwindling sources, and he wrote those facts into a book of real merit.

Since any history of San Diego has been published, however, has come the period of the city's greatest material advancement. In this time has been the Exposition, by which San Diego sent out to the world notice that here was a city which could not be held back longer, and by which thousands of Americans from other parts of the nation were made to learn that in the matchless climate of Southern California lay the greatest opportunity for comfortable living. This educational work, incidentally, has been carried on in an admirably effective way by the advertising of the San Diego-California Club in the last few years. In this later period, too, came the completion of the San Diego & Arizona Railway, built through the determination of John D. Spreckels, San Diego's foremost citizen, that the city should realize its hope, cherished for many years, in which there were many cruel disappointments, of a direct outlet to the East from San Diego's magnificent harbor. In these recent years also there was the San Diego of war times, with the growth almost overnight of great military and naval establishments here. Following that, San Diego has become a great naval base—an honor to which the port had long been rightfully entitled. To collect the essential facts of these later years and to set them forth in proper proportion

with the earlier history of San Diego was work waiting to be done. It has been a real privilege to hold the commission for that work.

It has been the writer's good fortune to live in San Diego through all this period of the city's greatest advancement and to be somewhat closely in touch with much of this growth and well acquainted with many of the men who were responsible for much of it. From a newspaper office he has seen much of San Diego's recent development and has helped, to the best of his ability, to chronicle affairs of those years accurately and truthfully in more or less permanent form. No one could go through these years in such a way without building up in his heart a sincere love of San Diego and its people. So, although the work of writing this story of San Diego was at times hard because another daily task engaged most of the writer's time, it was after all a pleasant duty.

Let it be set down here that no attempt has been made to clothe this history of San Diego in fancy words. The task was begun in the conviction that the best history was a well-marshaled array of facts and that the collection of many essential and interesting facts was much more important than long chapters regarding a lesser number of such facts. San Diego's history is crowded with such facts, and a sincere attempt has been made in the following pages to present them truthfully, simply and clearly. It has been done, too, without any prejudice of creed or of politics or of any other kind. The writer has had no active connection with the collection and preparation of the biographical sketches which make up the other volume of this history; in fact, he has had only scanty knowledge of the names to appear in it. Certain it is that he has not added a line to this volume because a name was to appear in the other volume and that he has not subtracted a line because anyone's name was to be in the other part of the history. And in maintaining this standard it is pleasant to add that he has been faithfully assisted by the publishers.

The writer herewith expresses his gratitude to the many friends who have rendered him valuable assistance. From this long list may be mentioned especially the following:

Members of the Public Library staff of San Diego, headed by Miss Althea Warren, who not only placed many volumes at the disposal of the writer but gave him many valuable hints; Mr. George W. Marston and Judge M. A. Luce, who provided much valuable first-hand information regarding some of the attempts to bring a railroad to San Diego; Mr. Austin Adams, playwright, who prepared a sketch of the writers who have been inspired by residence in San Diego; Miss Gertrude Gilbert, whose article on Music and Musicians in San Diego is incorporated in this volume; Mr. James H. Heath, secretary of the Chamber of Commerce of Escondido; Mrs. E. Thelen, prominent resident of National City, who supplied many valuable facts regarding the history of that place; Dr. Winfield Barkley, for many years identified with county development; William Tomkins, long secretary of the Chamber of Commerce; G. A. Davidson, banker and head of San Diego's great Exposition; Mr. Eddy Orcutt, whose services, proffered because of interest in the work and friendship for the writer, resulted in the drawings of a charming picture of older days in Old Town; Judge Thomas J. Hayes, a resident of San Diego during and since the "boom" days, and many others. Secretaries and other

PREFACE

v

officers of various organizations, civic, fraternal and religious, have been glad on all occasions to assist in the compilation of data for this volume. To them all the thanks of the writer are cordially given.

Finally, let it be added that the writer has been keenly aware throughout his task that it was a large one and that a great deal more time than was available to him might well be spent in study of San Diego's past. Here was the beginning of California. Here the Franciscan Fathers started civilization of the west coast of America. Here grew up a population whose story is full of romance. Documents and historical works bearing on the early history of the place simply abound. Many works of fiction have been inspired, at least in part, by what has happened at San Diego or near it. The bibliography compiled by the San Diego Public Library alone is of impressive length. Here is a rich field for historian or writer of fiction based upon history, and if anything of value as a readable history and work of reference has been added to the long list by this writer he will have been fully compensated.

San Diego, December, 1921.

CLARENCE ALAN MCGREW.

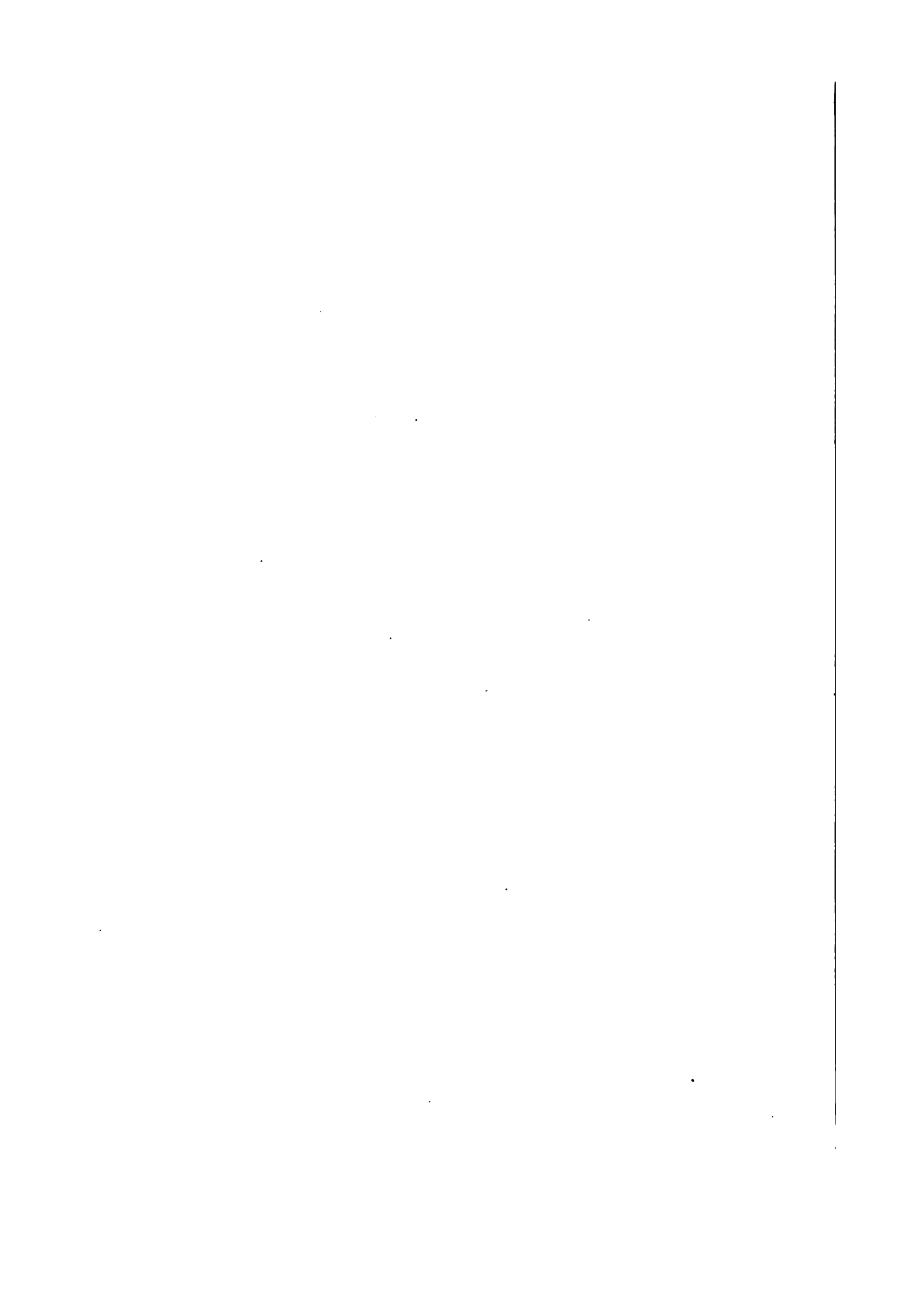


TABLE OF CONTENTS

CHAPTER I	
The Spanish Discoverers.....	1
CHAPTER II	
Father Serra and the Missions.....	5
CHAPTER III	
At The Presidio, Under Spanish Rule.....	26
CHAPTER IV	
Under the Mexican Flag.....	31
CHAPTER V	
In the Mexican War.....	39
CHAPTER VI	
Battle of San Pasqual.....	41
CHAPTER VII	
Picturesque Old Town.....	52
CHAPTER VIII	
Under the American Flag.....	67
CHAPTER IX	
Fifty Years Ago.....	92
CHAPTER X	
Horton Comes to San Diego.....	117
CHAPTER XI	
Before the Boom.....	126
CHAPTER XII	
The Great Boom.....	129

CHAPTER XIII	
In the Wake of the Boom.....	141
CHAPTER XIV	
San Diego's Railroad History.....	148
CHAPTER XV	
The Last Fifteen Years.....	178
CHAPTER XVI	
The Panama-California Exposition.....	206
CHAPTER XVII	
San Diego in War Times.....	215
CHAPTER XVIII	
Political History of the City.....	227
CHAPTER XIX	
Water Development.....	234
CHAPTER XX	
The City's Churches.....	244
CHAPTER XXI	
Civic and Religious.....	258
CHAPTER XXII	
City and County Schools.....	272
CHAPTER XXIII	
The Theosophical Homestead.....	280
CHAPTER XXIV	
The City's Newspapers.....	282
CHAPTER XXV	
San Diego's Writers.....	290
CHAPTER XXVI	
Music in San Diego.....	293

CONTENTS

ix

CHAPTER XXVII

The Public Library..... 295

CHAPTER XXVIII

The Chamber of Commerce..... 300

CHAPTER XXIX

Banks of San Diego..... 306

CHAPTER XXX

The City's Parks..... 309

CHAPTER XXXI

Some Reminiscences..... 316

CHAPTER XXXII

San Diego's Weather..... 324

CHAPTER XXXIII

Theatres of San Diego..... 328

CHAPTER XXXIV

Fraternal Organizations..... 332

CHAPTER XXXV

Clubs of the City..... 347

CHAPTER XXXVI

San Diego's Old Hotels..... 357

CHAPTER XXXVII

San Diego as a Naval Base..... 361

CHAPTER XXXVIII

Growth of the City..... 363

CHAPTER XXXIX

San Diego's Harbor..... 366

CHAPTER XL

Highways of the County..... 370

CONTENTS

CHAPTER XLI

San Diego's Industries..... 374

CHAPTER XLII

National City and the Kimballs..... 378

CHAPTER XLIII

Other Towns of San Diego County..... 393

CHAPTER XLIV

Political Records..... 423

Appendix..... 437

INDEX

- Academy of Our Lady of Peace, I, 278
 Adair, J. Clyde, II, 369
 Adams, Henry Austin, I, 292; II, 507
 Advertising Club, I, 349
 African Methodist Episcopal Church, I, 250
 Aguirre, Jose Antonio, I, 60, 70
 Aiken, Ed. T., II, 523
 Akerman, John S., I, 304, 305
 Akers, Roy O., II, 107
 Alaska-Yukon-Pacific Exposition exhibits sent by San Diego County, I, 190
 Al Bahr Temple, A. A. O. N. M. S., I, 339
 Alberti, Clark, I, 367
 Aldermen of San Diego, I, 423-426
 Alexander, A. P., I, 383
 Alexander, Kyle William, I, 383
 Alexander, Leon R., I, 383
 Allen, Morris C., II, 214
 Allen, Russell C., I, 348; II, 212
 Allen, Willis E., II, 386
 Almgren, Louis, II, 249
 Al Sahil Temple No. 162, D. O. K. K., I, 344
 Altadena Park, I, 312
 Alvarado, Tomasa Pico, I, 53
 American Legion, San Diego Post No. 1, I, 220
 Americans vs. Californians, I, 45
 Ames, John J., I, 70, 332; sketch of, I, 282; death of, I, 286
 Ames, S. G., II, 333
 Ames Realty Company, II, 333
 Amphion Club, I, 293
 Anderson, Cecelia, II, 84
 Anderson, John F., II, 83
 Anderson, Julius, II, 411
 Andrews, W. R., I, 375
 Arguello Claim, II, 173
 Armstrong, William S., II, 399
 Arnold, Charles E., II, 276
 Arnold, Gilbert C., II, 275
 Arrasmith, James W., II, 349
 Art Guild, II, 176
 Asher, J. M., I, 417
 Assemblymen (1849-1921), I, 427, 428
 Associate Judges (1850-60), I, 429
 Associated Charities of San Diego, II, 175
 As You Like It Club, I, 354
 Austin, Osborne G., II, 228
 Austin, Walter W., II, 245
 Aviation School No. 1, 192, 193; Grand exhibition of airplanes at (November, 1918), I, 223, 224
 B Street School, I, 272
 Babcock, E. S., I, 178, 235
 Babcock, Elisha S., II, 105
 Babcock, Graham, I, 178
 Bacon, John L., I, 232
 Bagby, R. Lee, II, 269
 Bailey, David E., I, 334, 421, 422
 Bailey, Wheeler J., II, 89
 Baker, A. C., I, 220
 Baker, Nancy E., II, 104
 Baker, Roy H., II, 104
 Balboa Park, I, 309, 312; II, 174
 Balboa Park Day (December 4, 1919), I, 176
 Baldwin, Hugh J., I, 278
 Ballast Point, I, 6
 Ballou, George H., I, 304
 Bandini, Juan, I, 31, 35
 Bandini House, I, 53, 66
 Bank of Commerce, I, 307
 Bank of National City, I, 388
 Bank of San Diego, II, 173
 Bank of Southern California, I, 306
 Banks, Frank S., I, 342
 Banks, I, 306-308
 Banner: old mining town, I, 422
 Baptist Church, San Diego, I, 98; National City, I, 387; Oceanside, I, 413
 Barbour, J. H., I, 367
 Barclay, John, II, 208
 Bargar, J. C., I, 421
 Barkley, Winfield, II, 167
 Barley, Ellwood E., I, 355
 Barnett, Augustus, I, 420
 Barrett dam, I, 238
 Barron, A. Ellis, II, 227
 Barrow, Lucius R., II, 37
 Barry, Ray K., II, 361
 Baskerville, E. Roscoe, II, 223
 Bates, George S., I, 288
 Batteries A and B, 65th Artillery, World's War, I, 215
 Battery B, Second Battalion, anti-aircraft forces, I, 220
 Battle of San Pasquál: site marked, I, 41
 Bay View Hotel, I, 357
 Bean, Joshua H., I, 84
 Becker, William B., II, 300
 Bee-keeping industry, I, 376
 Belcher, F. J., Jr., I, 306
 Bell, Dwight D., II, 34
 Bellows, Alonzo C., II, 476
 Benard, Ernest, II, 510
 Benton, Culmer C., II, 380
 Berry, John R., I, 229, 287

- Bethlehem Shrine No. 4, Order of the White Shrine, I, 338
 Bible Institute, John 3:16, II, 440
 Bigelow, E. G., II, 392
 Bigelow, Lou G., II, 337
 Bing, William S., II, 150
 Binnard, Morris, II, 272
 Black, Samuel T., I, 274
 Blackman interests, National City, I, 391
 Blackmer Lodge No. 442, F. and A. M., I, 334
 Blanc, Olan R., II, 469
 Bledsoe, Harry R., II, 336
 Blochman, Abraham, II, 153
 Blochman, Lucien A., II, 154
 Blochman Banking Company, I, 307
 Boal, John E., I, 240
 Boards of Supervisors (1853-1921), I, 430-434
 Bond, Carrie Jacobs, I, 294, 418
 Boscana, Geronimo, I, 439
 Bostonia, I, 418
 Bowers, W. W., I, 357
 Bowlby, John H., II, 505
 Bowman, Thurston A., II, 434
 Boy Scouts of America, San Diego Council, I, 355
 Boyd, Ward, I, 383
 Bradt, G. G., I, 303
 Brady, John, II, 207
 Braiden, J. C., I, 420
 Brant, Allan, II, 164
 Brennan, Arcadia B., II, 140
 Broadway, great downtown thoroughfare, I, 178
 Brown, James W., II, 270
 Brown, Odessa L., II, 354
 Brown, Prudence S., II, 135
 Brown, Rollin N., II, 271
 Brown Optical Company, II, 270
 Bruske, Ida E., II, 322
 Bryan, T. J., I, 420
 Building booms: of 1906, I, 179, 182; of 1912, I, 193, 194, 195
 Burch, Charles E., II, 48
 Burger, Thomas O., II, 494
 Burnell, Edward M., II, 230
 Burnham, Frederick R., II, 434
 Burnham, George, I, 305; II, 197
 Burnham (Mrs.), John, I, 384
 Burnham, Lilla M., II, 434
 Burwell, Harvey B. S., I, 224
 Bush, Kent G., II, 255
 Bush, Thomas H., I, 310
 Bush, William A., II, 305
 Bush (W. J.), Citrus Products Co., II, 305
 Bushyhead, Edward W., I, 287
 Butler, Charles E., II, 369
 Butler, John T., II, 368
 Butterfield, Alton D., II, 221
 Byers, James C., II, 196
 Cabrillo, Juan Rodriguez, I, 1
 Cabrillo Commercial Club, I, 348
 Cabrillo Park, I, 312
 California Music Teachers' Association, I, 294
 California National Bank, I, 307
 California Southern Railroad: chartered (1880), I, 158, 160, 161; subsidies to, by the Kimballis and National City (1880), I, 380
 California's constitutional convention at Monterey (1849), I, 69
 Cambon, Pedro Benite, I, 438
 Cameron, Charles H., II, 451
 Campbell, Dougald C., II, 159
 Campbell, George M., II, 412
 Campbell, Joseph S., II, 46
 Campbell, Sarah J., II, 159
 Camp Hearn, I, 225
 Camp Kearny, I, 202, 220, 221, 225; 40th Division trained at, I, 221; last of, I, 223
 Cannon, Richard L., II, 424
 Canton San Diego No. 22, P. M. I. O. O. F., I, 341
 Capps, Edward M., I, 230, 232
 Capron, John G., sketch of, I, 107
 Carleton (Mrs.), Cora G., I, 228
 Carlson, William H., I, 133, 134, 137, 229, 230
 Carlson & Higgins, I, 133, 134
 Carmichael, Henry E., II, 432
 Carne, J. W., II, 310
 Carnegie, Andrew: donates \$60,000 to San Diego Free Public Library, I, 296
 Carnegie Library, National City, I, 388
 Carpenter, Ford A., I, 324
 Carriso Gorge, I, 172
 Carson, Kit, I, 39
 Cary, William P., I, 220; II, 360
 Cassidy, Andrew, I, 88
 Catholic Church, National City, I, 387
 Catholic Church (New), North San Diego, I, 98
 Catholic Churches, I, 244-246
 Cave, D., I, 303
 Central Christian Church, San Diego, I, 254
 Central Christian Church, Oceanside, I, 414
 Central Congregational Church, La Mesa, I, 400
 Central Methodist Episcopal Church, San Diego, I, 249
 Chamber of Commerce, Escondido, I, 403
 Chamber of Commerce, Fallbrook, I, 415
 Chamber of Commerce, National City, I, 390
 Chamber of Commerce, Oceanside, I, 412
 Chamber of Commerce, Ramona, I, 421
 Chamber of Commerce of San Diego County, I, 303
 Chamber of Commerce, San Diego, I, 300-305
 Chambers, Claude L., II, 80
 Chambers, Olive B., II, 126
 Chandler, Charles T., I, 314; II, 38
 Chapin, E. J., I, 211, 213

- Chapman, R. A., II, 526
 Chartres-Martin, Ernest P., II, 500
 Chase, Levi, I, 115, 417
 Cheney, John Vance, I, 291; II, 232
 Chevalier Company No. 6, U. R., K of P., I, 344
 Chitwood, O. K., II, 204
 Choate, Daniel, I, 108, II, 303
 Choate, Rufus, I, 305; II, 304
 Christ Church (Episcopal), Coronado, I, 395
 Chula Vista, I, 397, 398
 Churchill, Isabella V., II, 193
 Churches, I, 182, 194, 244-257
 Church of Christ, Escondido, I, 407
 Church of the Immaculate Conception, Old Town, I, 244
 Church of the Sacred Heart, Coronado, I, 395
 Citizens' Commercial Bank, Fallbrook, I, 415
 Citizens' Savings Bank, I, 308
 Citrus fruit industry (1921), I, 374
 City Assessors of San Diego, I, 427
 City Attorneys of San Diego, I, 426
 City Councilmen of San Diego, I, 423-426
 City Departments (1921), I, 365
 City Guard Band, I, 323
 City Schools, I, 273
 City Treasuries of San Diego, I, 427
 Clapp, J. D., II, 333
 Clark, W. Tilden, II, 319
 Clayton, Henry, I, 71
 Cleveland, Daniel, I, 106; II, 172
 Cleveland, Moses, II, 172
 Clough, Edwin H., I, 288, 291
 Clubs, I, 347-356
 Coffroth, James W., II, 422
 Coleman, William F., II, 450
 College Woman's Club, I, 354
 Collier, D. C., I, 421
 Collier, D. C., Jr., I, 213, 214
 Collier, D. S., I, 304
 Collier Park, I, 312
 Collins, J. W., I, 307
 Colorado House, I, 357
 Columbian Realty Company Building, I, 179
 Commercial Bank of San Diego, I, 306
 Conard, Grant, I, 231
 Concrete Ships Built at San Diego, I, 226
 Congregation Beth Israel, I, 256
 Congregational Church, Chula Vista, I, 398
 Congregational Church, Escondido, I, 405
 Congregational Church, Oceanside, I, 413
 Conklin, Ildica E., II, 113
 Conklin, Norman H., I, 335; II, 111
 Conklin, Ralph L., II, 112
 Connell (Mrs.), Stephen, I, 228
 Conroe, Grace S., II, 143
 Consolidated Bank of San Diego, I, 306
 Constans Chapter of Knights Rose Croix No. 5, I, 337
 Constans Lodge of Perfection No. 8, Ancient and Accepted Scottish Rite, I, 337
 Consuelo Lodge No. 325, of Escondido (Masons), I, 339
 Cordtz, Austin W., II, 336
 Cordtz, Robert H., II, 335
 Coronado: City of Residences, I, 392; Its Officers, I, 393, 394; Churches, I, 395
 Coronado Beach, I, 392, 393
 Coronado Dry Goods Co., The, II, 322
 Coronado Islands, I, 2
 Coronado Lodge No. 441 (Masons), I, 338
 Coronado Methodist Episcopal Church, I, 395
 Coronado Presbyterian Church, I, 395
 Coronado Public Library, I, 392
 Coronado Tent City, I, 392
 Coroners, I, 434
 Cory, W. S., II, 474
 Cosmopolitan Hotel, I, 357
 Cotton, O. W., II, 401
 County Assessors, I, 436
 County Auditors, I, 436
 County Clerks, I, 435
 County Judges (1850-79), I, 429
 County Physicians, I, 435
 County Recorders, Auditors, and Clerks, I, 434, 435
 County Superintendent's of Schools, I, 434
 County Surveyors, I, 436
 County Tax Collectors, I, 436
 County Treasurers, I, 435
 Courthouse (Old), (Illustration), I, 126
 Coutts, Cave Johnson, I, 86; II, 491
 Cowles, George A., I, 417
 Crabtree, Edwin H., II, 329
 Crabtree, William E., II, 102
 Crespi, Juan, I, 6, 7, 437, 438
 Creswell, Lena, II, 135
 Croghan, Herbert A., I, 343; II, 155
 Cross Erected at Old Town (San Diego), (Illustration), I, 1
 Crouse (Mrs.), Warren M., I, 228
 Cueva, Pedro de la, I, 439
 Curtiss, Glen H., I, 193, 223
 Curtiss, William H., II, 377
 Cuyamaca Club, I, 347
 Cuyamaca Lake, Part of Cuyamaca Water System (Illustration), I, 235
 Cuyamaca State Bank, El Cajon, I, 416
 Cuyamaca View Park, I, 312
 Cuyamaca Water Company, I, 236
 Dadmun, Lewis E., II, 498
 Dail, Clarence F., II, 313
 Daney, Eugene, II, 24
 Daney, Eugene, Jr., II, 26
 Daniels, Josephus, I, 203
 Dannals, Lucy L., I, 337
 Darby, William, II, 318
 Dare, D. D., I, 307

- Daugherty (Mrs.), H. H., I, 272
 Davidson, G. Aubrey, I, 206, 213, 305, 309; II, 7
 Davidson (Mrs.), G. Aubrey, I, 270
 Davin, Edward L., II, 440
 Davis, H. O., I, 211, 213
 Davis, L. R., II, 379
 Davis, William Heath, I, 34, 59, 69, 78, 357
 Davis, W. Jefferson, II, 23
 Deacon, Daniel A., II, 356
 Decatur, J. G., I, 351
 Dejeans, Elizabeth, I, 292
 Delegates of San Diego, I, 423-426
 Derby, George H., I, 79, 282, 284, 286, 332; death, I, 286
 Dewitz, Theodore H., II, 487
 Dickinson, William, I, 240
 Dickinson, W. G., I, 397
 District Attorneys (1850-1919), I, 429
 District Judges (1851-1879), I, 428
 Dodge, J. M., I, 209, 341, 342; II, 70
 Dodge, R. V., I, 304
 Donnelly, John J., II, 385
 Dorland, Willet S., I, 305; II, 63
 Dornberger, E. L., II, 312
 Doty, I. E., I, 403
 Dougherty, James H., II, 484
 Down, William F., II, 309
 Doyle, Jarvis L., II, 171
 Drinkwater, G. T., II, 474
 Drinkwater, Jessica C., II, 474
 Dulin, Kenneth C., II, 387
 Dumetz, Francisco, I, 438
 Dunnells, S. S., I, 357
 Dupee, Walter, I, 418
- East San Diego, I, 396, 397
 Easton, Wilbur W., II, 226
 Echeandia, Jose Maria, I, 31, 33
 Edmonds, Warner, II, 224
 Edward, Prince of Wales, Visits San Diego, I, 203
 Egan, William H. B., II, 235
 El Cajon City, I, 416-419
 El Cajon Rancho, I, 417
 El Cajon Valley, I, 416, 417
 El Capitan dam, (proposed), I, 238
 Electric Supplies Distributing Co., II, 252
 Elks Home, I, 182
 Ellis, Herbert N., II, 524
 Ellwyn Sanitarium, National City, I, 390
 Encanto Park, I, 312
 Engebretsen, John, II, 311
 Episcopal Church, Escondido, I, 406
 Episcopalians, first Protestants to hold service in San Diego (1853), I, 247
 Escondido, I, 401; population and assessment, I, 401; its banks, I, 404; its churches, I, 404-408
 Escondido Advocate, I, 403
 Escondido Irrigation System, I, 403
 Escondido National Bank, I, 404
 Escondido Savings Bank, I, 404
 Escondido Times, I, 403
 Escondido Valley (Illustration), I, 402
- Estey, C. L., I, 403
 Estudillo, Jose Antonio, I, 89
 Estudillo Home in Old Town: Restoration of, I, 89, 90, 91
 Estudillo House, I, 53, 66
 Evans, Robley D., I, 187
 Evans, Samuel C., I, 195
 Evans, William H., II, 240
 Evening Tribune, I, 288
 Everts, Ella F., II, 123
 Everts, Leslie S., I, 355
 Exchange Hotel, I, 357
 Explosion on Gunboat Bennington (1905), I, 146, 147
- Falahy, Lottie R., II, 129
 Falahy, Michael F., II, 129
 Fallbrook, I, 414, 415, 416
 Fallbrook Enterprise, I, 415
 Fallbrook Lodge No. 317 (Masons), I, 339
 Federal Building, San Diego, I, 185, 197, 198
 Federation of State Societies of San Diego, I, 355
 Feger, Frank, II, 256
 Feger, John, II, 257
 Ferguson, Charles T., II, 463
 Fergusson, S. W., I, 162
 Ferrell, William C., I, 70, 332
 Ferris, Carl I., I, 310, 314
 Figuer, Juan, I, 438
 Fire Department Improvements (1915), I, 198
 First Bank (1870), I, 306
 First Baptist Church, Escondido, I, 406
 First Baptist Church, Fallbrook, I, 415
 First Baptist Church, La Mesa, I, 400
 First Baptist Church, Oceanside, I, 413
 First Baptist Church, San Diego, I, 250
 First Board of Harbor Commission, I, 367
 First Church of Christ Scientist, San Diego, I, 257
 First Church of United Brethren, San Diego, I, 257
 First Congregational Church, Ramona, I, 421
 First Congregational Church, San Diego, I, 253
 First County Election (April 1, 1850), I, 443
 First Free Methodist Church, I, 249
 First Home Between San Diego and the Mexican Line, I, 379
 First Lutheran Church, I, 256
 First Masonic Lodge in Southern California, I, 332
 First Methodist Episcopal Church, Escondido, I, 404
 First National Bank, Escondido, I, 404
 First National Bank, Oceanside, I, 412
 First National Bank, San Diego, I, 306, 308

INDEX

xv

- First National Building, I, 191
 First Presbyterian Church, San Diego, I, 97, 252
 First Recall Election, I, 273
 First School in New San Diego, I, 272
 First Summer School in Southern California, II, 175
 First Unitarian Society, I, 255
 Fischer, Herman B., II, 441
 Fish Fertilizer Plant, National City, I, 391
 Fishburn, J. E., I, 306
 Fisher, John C., I, 303
 Fisher Opera House, I, 328
 Fishing Industry (1909), I, 191, 192, 375, 376
 Fitch, Henry D., Sketch of, I, 87
 Fitch, Thomas L., I., 131, 139
 Fitzgerald, G. B., I, 74
 Fitzgerald Volunteers, I, 74
 Fletcher, Austin B., I, 372
 Fletcher, Ed., I, 236, 241, 243, 372, 373; II, 52
 Flint, George N., II, 516
 Floods of 1916, I, 198, 199, 200, 201
 Florence Hotel, I, 357, 359
 Flowers, Albert E., I, 350
 Foelschow, G. W., II, 347
 Folks, John H., I, 138
 Folsom, Harry M., II, 305
 Ford, E. Paul, II, 258
 Formal Gardens Balboa Park (Illustration), I, 310
 Forster, John, I, 378
 Forward, Charles H., II, 35
 Forward, John, Jr., I, 314
 Forward, John, Sr., I, 231
 Forward, John F., I, 305
 Forward, John F., Jr., I, 310
 Foster, Bessie, II, 511
 Fowble, James R., II, 454
 Fox, Charles J., Sketch of, I, 109
 Fox, Samuel I., II, 237
 France, James G., II, 512
 Franciscan Missions, Restoration of, I, 24
 Frank, Lydia F., II, 66
 Franklin, Berté V., II, 55
 Franklin, Caroline K., II, 55
 Franklin Avenue Park, I, 312
 Frary, Frank P., I, 230; II, 121
 Frary, Maud T., II, 121
 Fraser, Augusta L., II, 117
 Fraser, David A., II, 118
 Fraternal Organizations, I, 332-346
 Fredericka Home for Aged, The, II, 502
 Free Methodist Church, Escondido, I, 407
 Free Night School, I, 273
 Freeman, Zenas, II, 435
 Frees, Benjamin M., I, 263
 Freese, Herman, II, 73
 Fremont, John C., I, 39, 68
 French Arthur T., II, 142
 Freuder, Samuel, I, 256
 Frevert, W. L., I, 304
 Friends' Church, Ramona, I, 421
 Funk, Minnie, I, 344
 Fuster, Vincente, I, 438
 Gage, Lyman J., II, 383
 Galvez, Don Jose de, I, 6
 Garra, Antonia, I, 71, 74
 Garra Indian Uprising, I, 71; Execution of Leaders in, I, 73, 74
 Gardiner, Henry C., II, 44
 Gardner, Nathaniel, II, 290
 Garfield, Wade, II, 163
 Garrick Theatre, I, 329
 Gas Plant and Electric Works, I, 179
 Gatewood, William Jeff, I, 287
 Gay, John H., I, 419
 Gearhart, Wilbur F., II, 240
 George, Jesse, II, 458
 Gerard, Harry J., II, 406
 German Methodist Episcopal Church, I, 249
 Giddings, Myrtle R., II, 168
 Gila House, I, 54, 357
 Gilbert, Alfred H., II, 388
 Gill, Louis J., II, 518
 Gillmore, James, II, 247
 Gillmore, Jesse, II, 246
 Gilmore, Myron T., II, 78
 Ginder, William E., I, 345
 Glidden, Durrelle F., II, 151
 Goatley, Chesley G., II, 215
 Gochenauer, D., I, 304
 Godfrey, Frank E., II, 482
 Gold Rush to Julian, I, 422
 Golden Chariot Mine, Banner District, I, 422
 Gomez, Francisco, I, 437
 Gordon, J. S., I, 302
 Gordon, J. T., I, 417
 Gorton, Guy R., I, 374
 Gould, Arthur D., II, 357
 Gould, Elwyn B., Jr., II, 161
 Gould, William H., I, 289
 Grace American Church, I; Ocean-side, I, 413
 Grace Evangelical Lutheran Church, Escondido, I, 407
 Grady, Richard T., II, 98
 Graham, Clara K., II, 494
 Grand Theatre, I, 328
 Grant, Franklin F., II, 169
 Grant, Ulysses S., Jr., I, 213; II, 10
 Grape Day, Escondido, I, 404
 Grau, Charles H., II, 387
 Gray, Andrew B., I, 69, 148
 Gray Gordon, II, 179
 Gray, Kate J., II, 130
 "Great Freeze" (January 6 and 7, 1913), I, 197
 Green, Francis M., II, 453
 Griffin, Sherrod V., II, 346
 Grigsby, A. D., II, 455
 Grigsby, Amos L., II, 455
 Gross, W. B., I, 417
 Grossmont, I, 417
 Grove, Edward I, 304
 Gruendike, Jacob I, 306, 404, 405
 Guarantee Garage, II, 338
 Guehring, Anna, II, 390
 Gunn, Douglass, I, 229, 287, 303

- Guthrie, Edwin, II, 203
 Guthrie, Grant, II, 252
 Guy, W. R., I, 274
 Gwynne, Bertha Lowry, I, 292
- Hackett, Samuel Warren, Sketch of, I, 108; Reminiscences of, 317-322
 Haering, John, II, 513
 Hage, Willard B., II, 363
 Haines, Alfred, II, 288
 Haines, Charles C., II, 289
 Haines & Haines, II, 288
 Hall, Sam L., II, 252
 Halseth, Odd S., II, 517
 Halsted, J. Edgar, II, 371
 Hamby, William B., I, 292
 Hamilton, Charles S., I, 295, 303
 Hamilton, R. R., II, 179
 Hammond, Chauncey R., II, 53
 Hammond, Thomas C., II, 292
 Hampton (William E.) Company, I, 221
 Hand, R. C., I, 254
 Haraszthy, Agostin, I, 71
 Harbison, John S., I, 376; II, 342
 Harbor Day (Tuesday, December 2, 1919), I, 176
 Harbor Improvements since 1852, I, 368
 Hardy, Charles S., Sketch of, I, 227; II, 156
 Hardy, Edward L., I, 276; II, 199
 Harmonial Institute, II, 462
 Harraden, Beatrice, I, 290
 Harriman, E. H., I, 170
 Harrington, Fred, II, 422
 Harris, Ray M., II, 50
 Harwood, J. H., I, 253
 Haslam, John, II, 225
 Hay, Alice I., II, 33
 Hay, Arthur, I, 420
 Hayden, J. S., II, 524
 Hayes, J. Chauncey, II, 370
 Hayes, Thomas J., I, 135, 233
 Hayward, Benjamin, II, 498
 Hayward, Harry C., II, 39
 Hazzard, George W., I, 114, 303; II, 185
 Hebron Home, II, 393
 Heffernan Institute, No. 76, Young Ladies' Institute, I, 271
 Heilbron, Carl, I, 305
 Heilbron, Carl H., I, 349
 Heilbron, Fred A., II, 475
 Heilbron, Louise C., II, 357
 Heimerdinger, Edward J., II, 44
 Heindel, Augusta F., II, 443
 Heindel, Max, II, 443
 Heintzelman Post No. 33, G. A. R., I, 345
 Heller, Mathias F., II, 41
 Hendee, Edgar E., II, 42
 Henley, W. H., II, 376
 Henning, Edward J., II, 183
 Henshaw, William G., I, 236
 Hensley, George B., Sketch of, I, 108
 Hercules Powder Company: Potash Plant on Bay Front, I, 201
- Hertel, Elmer J., II, 291
 Heston, George W., II, 54
 Hewett, Edgar L., II, 254
 Hicks, Robert E., II, 308
 Higgins, Albert E., I, 133
 Higgins, Shelley J., II, 297
 High, William E., Sketch of, I, 108
 High School, Oceanside (Illustration) I, 411
 High School, San Diego (Illustration), I, 181
 Hinkle, Edward C., II, 339
 Hinkle, William S., II, 340
 Hirte, Haas F., II, 425
 Hitt, Eleanor, II, 139
 Hodge, Edgar O., II, 210
 Hoffman, Eugene M., II, 96
 Homes Savings Bank, Escondido, I, 404
 Hood, Wayne A., II, 248
 Hook, Charles, II, 512
 Hopkins, Harry E., II, 354
 Horton, Alonzo E., I, 79, 92, 150, 295, 309, 342, 378; founds San Diego City on Gray-Davis Failure, I, 117-125; Death of, I, 124
 Horton (Mrs.) A. E., I, 353
 Horton House (The Old), (site of U. S. Grant Hotel), (Illustration), I, 120
 Horton House, I, 357; I, 359; Construction of (1870), I, 121
 Horton Library Association, I, 295
 Horton (Mrs.), Lydia M., Reminiscences of, I, 316, 317
 Horton's (A. E.) Famous Garden (Illustration), I, 103
 Horton Bank Building: Construction of, I, 122
 Horton Bank Building (Illustration), I, 307
 Horton's Hall, I, 328
 "Hot Day" (September 17, 1913), I, 197
 Hotel Adelphi, I, 360
 Hotel del Coronado, I, 358, 393
 Hotels, I, 357-360
 Howard, Bryant, I, 295
 Howard, Henry A., II, 325
 Huchting, August H., II, 490
 Hunter, Morton C., I, 380
 Huntington, H. E., I, 241
 Hurlburt, C. G., II, 103
- Ibs, George, II, 69
 Ibs, Ludmilla E., II, 69
 Ibs, Matilde, II, 69
 Imperial Beach, I, 138
 Imperial Valley, I, 135, 162
 Industrial Workers of the World: in San Diego, I, 390
 Industries, San Diego, I, 374-377
 Industries, National City, I, 390
 Ingle, Heber, I, 347
 Irish, Daisy B., II, 94
 Irones, Rutherford B., II, 107
 Irwin, I. I., I, 308
 Isis Theatre, I, 280, 328

- Jackson, Charles W., II, 191
 Jackson, Fred, I, 372
 Jackson, Harvey N., II, 355
 Jackson, Helen Hunt, I, 86, 90, 290
 Jackson, Lillian E., II, 259
 Jarrell, Anna, II, 76
 Jasper, James A., I, 421
 Jayme, Luis, I, 438
 Jenney Electric Company, San Diego, I, 127
 John 3:16 Bible Institute, II, 440
 Johnson, A. P., Jr., I, 305
 Johnson, Amasa P., Jr., II, 522
 Johnson, Edwin L., II, 34
 Johnson, Henry C., I, 274
 Johnson, M. S., II, 482
 Johnson, Semon T., II, 97
 "Jolly House", I, 62, 66
 Jones, Edward N., I, 220; II, 113
 Jones, Enoch A., II, 315
 Jones, Frank E., II, 407
 Jones, Henry H., II, 421
 Jones, Leland D., II, 417
 Jones, Leva G., II, 323
 Jordan, Alfred V., II, 211
 Jorres, William, Sketch of, I, 110
 Juch, Arthur E., II, 485
 Judge, William Q., I, 280
 Judson, Charles S., II, 318
 Julian, I, 421, 422
 Julian, Apple, I, 422
 Julian, Mike, I, 421, 422
- Kallright, E. J., I, 190
 Kastle, John, I, 303
 Kauffman, Charles, II, 511
 Kean, Peter H. E., II, 381
 Kearny, Stephen W., I, 41, 50
 Keating, J. Edward, II, 530
 Keith, James R., I, 345
 Kelly, Schuyler C., II, 236
 Kempley, Chester C., II, 484
 Kendall, Joseph M., II, 273
 Kendall, Oscar J., II, 389
 Kerren, Richard, sketch of, I, 88
 Kessler, Charles L., II, 30
 Kettner, William (Congressman), I, 195, 196, 197, 209, 223, 301; II, 296
 Kieferle, Joseph A., II, 353
 Kier, George P., II, 525
 Kier, William E., II, 205
 Kimball, Charles, I, 382
 Kimball, Charles H., I, 379
 Kimball (Mrs.), Flora, I, 381, 382
 Kimball, Frank A., I, 378, 379, 380, 382, 388, 439
 Kimball, Mrs. Frank A., I, 382
 Kimball, George, I, 382, 385
 Kimball, George L., I, 379
 Kimball, Levi W., I, 378, 379, 382
 Kimball, Warren C., I, 378, 379, 382
 Kimball (Mrs.) Warren C., I, 381, 382; Death of, I, 388
 Kimballs: Death of, I, 381
 King, Thomas F., II, 267
 Kinney, Lyell C., II, 397
 Kinsley, William I., II, 320
 Kirby, Lewis R., I, 195; II, 209
 Kistner, Theodore C., II, 427
- Klauber, Abraham, I, 109; II, 285
 Klauber, Melville, I, 305; II, 287
 Knights of Columbus: San Diego Council No. 1349, I, 264; Organized, I, 264; War Work of, I, 265, 266, 267, 268
 Knox, C. Randall, II, 488
 Kyne, Peter B., I, 291
- La Jolla Park, I, 311
 Lake Hodges Dam, I, 241, 242
 Lake Hodges Dam from Below (Illustration), I, 242
 Lakeside, I, 419
 Lakeside Inn, I, 419
 La Mar, Laura E., II, 120
 La Mesa, I, 399, 400, 401
 La Mesa Woman's Club, I, 399
 La Motte, Alfred D., II, 110
 Landis, Felix, II, 477
 Lannon, Edward T., II, 345
 Larzalere, J. V., I, 403
 La Sha, J. Stanley, II, 352
 Lasuen, Francisco de, I, 18, 438
 Lawrence, George W., II, 464
 Lawson (Mrs.), Iver N., I, 211
 Lea, F. J., I, 305
 Leach's Athletic Hall, I, 328
 Legge, George, II, 480
 Lemon Grove, I, 420
 Lemon Grove Fruit Growers' Association, I, 420
 Levi, Simon, I, 303; II, 162
 Libby, Warren E., II, 261
 Liberty Bell Visits Panama-California Exposition, I, 210
 Lindley, Fred E., II, 184
 Lischner, Hyman, II, 264
 Little, Thomas C., II, 353
 Logan Heights Branch of Free Public Library, I, 298
 Loma Lodge No. 159, K. of P., I, 343
 Loma Portal, I, 354
 Loma Portal Tract, I, 202
 Louis Opera House, I, 328
 Lower California: Proposition to Make a Territory, I, 77
 Lower Otay Dam, I, 237; Destroyed (January 27, 1916), I, 200
 Lower Otay Dam, View of (Illustration), I, 237
 Luce, Edgar A., II, 27
 Luce, Moses A., I, 103, 345; Sketch of, I, 112; His Sketch of California Southern and Santa Fe Railroads, I, 160; II, 26
 Luce (Mrs.) M. A., I, 353
 Lyman, H. C., II, 338
 Lyon, William E., II, 489
- Macdonald, John F., II, 470
 MacKinnon, Duncan, I., 274, 308, 314; II, 134
 MacKinnon, John A., II, 501
 MacMullen, James, I, 288
 Macomber, Frank J., II, 233
 MacRae, Milton A., I, 355
 Maize, William R., II, 95
 Mannassee, J. S., I, 310

- Mannasse & Schiller, I, 58
 Marine National Bank, I, 191
 Marshall, Bill, I, 73
 Marshall, S. M., I, 417
 Marston, George W., I, 136, 162, 258, 259, 260, 262, 263, 299, 303, 304, 309; II, 301
 Marston Company Store (The), (Illustration), I, 136
 Martin, Fernando, I, 439
 Martin, Nicholas J., II, 209
 Mason, Walt, I, 291
 Masten, Louis C., II, 351
 Mather, Harold V., II, 467
 Mathews, Lou B., II, 45
 Maxwell, George, I, 420
 May, Joseph, I, 255
 Mayors of San Diego, I, 423
 McAlmond, D. G., II, 521
 McAlmond, Harry E., II, 508
 McBride, Arthur C., II, 187
 McCleneghan, Frederick, II, 282
 McClintock, H. R., II, 385
 McCorkle, John H., II, 148
 McDonald, G. W. B., I, 115; 248; 295; 302
 McDonald, J. S., I, 252
 McDowell, Belle L., II, 146
 McGinness, Reginald H., II, 378
 McGrath, Patrick J., II, 67
 McGrew, Clarence A., II, 532
 McGroarty, John Steven, I, 36, 37
 McGroarty's Mission Play, I, 13
 McIntyre, John B., II, 359
 McKee, Dempster, II, 201
 McKoon, H. P., I, 304
 McKnight, Thomas J. H., II, 222
 McLafferty, B. S., I, 251
 McLees, James B., II, 188
 Mealy, W. T., Sketch of, I, 108
 Mehlin, Charles J., II, 418
 Merchants National Bank, I, 307, 308
 Merritt, Wilbur C., II, 295
 Methodist Episcopal Church, Chula Vista, I, 398
 Methodist Episcopal Church, La Mesa, I, 399
 Methodist Episcopal Church, National City, I, 387
 Methodist Church, Oceanside, I, 413
 Methodist Episcopal Church, San Diego, I, 98
 Methodist Episcopal Church, Santee, I, 419
 Methodist Episcopal Church, South, I, 250
 Methodists Organize Church (1870), I, 248
 Mexican Commanders at San Diego (1769-1840), I, 437
 Mexican Land Grants, I, 37
 Middletown, I, 70
 Middleworth, W. R., II, 231
 Millan, Jack T., II, 206
 Millen, W. S., II, 531
 Mills, Chesley, II, 234
 Miner and Russell, II, 214
 Mirow, William G., II, 423
 Mission Fathers, Work of, I, 19
 Mission Hills Park, I, 312
 Mitchell, A. W., II, 180
 Mitchell, Bertha B., II, 180
 Mitchell, DeWitt C., II, 180
 Montgomery, Miller M., II, 87
 Montgomery, Samuel N., II, 86
 Moody, H. L., II, 343
 Morena Park, I, 312
 Morganstern, Alfred J., II, 381
 Morley, John G., I, 310
 Morningstar, Ora C., II, 364
 Moro, Dominguez, II, 490
 Morrill, George S., I, 379, 382
 Morris, Raymond V., II, 314
 Morrison, William L., II, 291
 Morse, Ephraim W., I, 111, 119, 155, 156, 310
 Morse, Philip, I, 115, 304; II, 199
 Morse, Mrs. Philip, I, 270
 Mosher, Glen W., II, 327
 Mossholder, William J., II, 450
 Mothers' Club, I, 354
 Motion Picture Houses, I, 331
 Mott, John W., II, 170
 Mountain Roads of San Diego County (Illustration), I, 371
 Mountain View Park, I, 312
 Mugartegui, Pablo, I, 438
 Municipal Pier, I, 367, 368, 369
 Murray, James A., I, 236
 Murray Dam, I, 236
 Music in San Diego, I, 293, 294
 National City: Work of the Kimballs in founding it, I, 378-83; incorporation (1887), and population of (1890-1920), I, 383; war record of, I, 384; post office, I, 385; schools, I, 385, 386; churches, I, 386, 387; banks and women's clubs, I, 388; newspapers and fraternities, I, 389; sanitariums, I, 390; public institutions and industries, I, 390, 391
 National City Masonic Temple, I, 389
 National City News, I, 389
 National City Park, I, 387
 National City Record, I, 389
 National City State Bank, I, 388
 Naval Aviation School, I, 224
 Naval Flying Corps, I, 224
 Nelson, Christian, II, 470
 Nesmith, Thomas L., sketch of, I, 107, 150
 New Town in 1869, II, 173
 New Town Park, I, 75, 311
 Newcomb, H. H., II, 294
 Newell, Josephine, II, 110
 Newman, Fanny Hodges, I, 291
 Newman, Henry P., I, 348; II, 428
 Newman (Mrs.), Henry P., I, 354
 Newspapers, I, 282-89
 Nielsen, A., II, 444
 Noble, Arza J., II, 317
 Nolen, John, I, 184
 "Nolen Plan", I, 184, 185, 186
 Northrup, D. B., II, 295
 Novotny, Clarence J., II, 436

- Ocean Beach, I, 133
 Ocean Beach Park, I, 312
 Oceanside: Founded (1885), I, 408; early institutions and incorporation, I, 410; schools, I, 411; churches, I, 413, 414
 Oceanside Blade, I, 411
 Oceanside Library, I, 412
 Oceanside Lodge No. 381 (Masons), I, 339
 Oceanside Mercantile Company, I, 410
 Oceanside Water Company, I, 410, 411
 O'Farrell, Mabel, I, 298
 O'Keefe, James E., II, 397
 Old Courthouse (Illustration), I, 126
 Old Mission Church, San Diego, I, 98
 Old Mission: Founded, I, 15; attacked by Indians and destroyed (1775), I, 16; restored by Father Serra (1776), I, 17
 Old Mission Dam, I, 21, 22
 Old Town: Taken by American soldiers, I, 40; landmarks, customs, dress, amusements of, I, 52; sixtieth anniversary of Fremont's occupancy (1906), I, 67; ruins at, (Illustration), I, 89; loss of county seat (1871), I, 92, 93
 Old Town Park, I, 311
 Oliva, Vincente Pascualo, I, 439
 Olive Park, I, 312
 Olivewood Clubhouse, I, 389
 O'Neill, Charles F., I, 197, 231
 O'Neil, J. P., Sketch of, I, 225
 O'Neil, Richard, I, 412
 O'Neill, Emmet G., II, 299
 O'Neill Ranch House, built by Pio Pico in 1820, (Illustration), I, 36
 Orndorff, Cecil B., II, 398
 Orndorff, Dorsey P., II, 399
 Orndorff, R. Lee, II, 399
 Orndorff Brothers, II, 398
 Ortega, Jose Francisco de, I, 15
 Ortega, Jose Joaquin, I, 439
 Ortega, Manuel, II, 458
 Osborn, John B., I, 341
 Osuna, Juan Maria, I, 35, 439
 Otay Water Company, I, 236
 Our Lady of Angels Church, San Diego, I, 245
 Outcalt, Irving E., I, 292
 Pacific Beach Reading Club, I, 354
 Pacific Light & Power Company, I, 241
 Pacific Marine and Construction Company, I, 226
 Paine, Palmer J., II, 460
 Palou, Francisco, I, 8, 9, 12, 13, 438
 Panama-California Exposition (1915), I, 191, 206-14
 Panama - California Exposition Grounds, Section of (Illustration), I, 207
 Panella, Jose, I, 438
 Panto, Jose Pedro, I, 439
 Paradise Valley Sanitarium, National City, I, 390
 Park, Eugene D., II, 478
 Park, Lottie J., I, 352
 Park, Grable & Co., I, 399
 Park View Sanitarium, National City, I, 390
 Parks, I, 309-315
 Parks, Joseph A., II, 514
 Parmelee, Edmund F., I, 288; II, 137
 Parsons, Theron, I, 382
 Patrick, James A., II, 344
 Pattie, Sylvester, I, 32
 Pauly, Aaron, I, 107, 301, 302
 Payeras, Mariano, I, 438
 Payson, Mary, I, 291
 Payson, (Mrs.) S. C., I, 354
 Pedrorena, Miguel, I, 60, 70
 Pendleton, George A., I, 93
 Pendleton, J. H., II, 21
 Penman, Satella J., II, 125
 Pentecostal Church of the Nazarene, Escondido, I, 408
 Penwarden, Raymond S., II, 358
 People's State Bank, National City, I, 388
 Perry, Fay V. N. T., II, 267
 Perry, Nellie F., II, 68
 Peters, Homer H., I, 304
 Peters, William H., II, 217
 Plaisted, L. H., I, 342
 Plaza Palace House, I, 357
 Plaza, The, I, 52, 312
 Pickwick Theatre, I, 329
 Pico, Pio, I, 35, 44
 Pier at Oceanside, (Illustration), I, 409
 Pierce, J. M., I, 302
 Piers, I, 368
 Pioche, F. L. A., I, 378
 Point Loma, I, 1, 2; \$1,000,000 appropriated for new fortification on, I, 196
 Point Loma Park, I, 312
 Poitras, Albert, II, 229
 Pollock, Robert, II, 332
 Pontius, David W., I, 171; II, 262
 Porter, John M., II, 250
 Porter, John R., I, 340
 Porter, Roscoe S., II, 251
 Porter, Sam S., II, 283
 Porterfield, William H., II, 413
 Post, Edward H., II, 508
 Poultry Producers of San Diego, Inc. I, 377
 Poultry-raising, I, 376
 Powers, R. M., I, 307
 Pratt, A. Fredd, II, 426
 Presbyterian (Community) Church, El Cajon, I, 418
 Presbyterian Church, Lakeside, I, 419
 Presidio, The: Under Spanish Rule, I, 26
 Price, Alice B., II, 61
 Price, John, I, 387
 Price, Samuel H., II, 398
 Price, William A., II, 448
 Priests of San Diego Mission (1769-1840), I, 437, 438, 439

- Primary election system: first tried in San Diego, I, 231
 Prince of Wales Visits San Diego, I, 203
 Private Schools, I, 278
 Professional Musicians Guild, I, 294
 Public Administrators, Recorders and Auditors, I, 435
 Public Library of San Diego, I, 295-99 (Illustration), I, 297
 Public Playgrounds, II, 176
 Puterbaugh, George, II, 8
 Puterbaugh, Johnson W., II, 9
 Pythian Sisters, I, 344
- Quayle, Charles, II, 243
 Quayle, Edward, II, 244
 Quayle Brothers, II, 243
- Railroad History, I, 148-177
 Railroads: Southern Pacific and San Diego & Arizona railroads get together (November, 1916), I, 201; first California Southern train to National City (November 21, 1885), I, 380
 Ramey, W. L., II, 452
 Ramona, I, 420, 421
 Ramona Sentinel, I, 421
 "Ramona's Marriage Place," I, 53, 63, 90
 Ranching: Beginnings of, I, 85
 Rancho de la Nacion, I, 378
 Ratliff, Victor H., II, 133
 Raum, Rae C., II, 132
 Razeto, Albert J., II, 236
 Read, Emma T., II, 495
 Read, William S., II, 495
 Red Cross, National City Branch of the San Diego, I, 384
 Red Star Lodge No. 153, K. of P., I, 343
 Reed, D. C., I, 230
 Reed, Edwin, II, 243
 Remondino, Charles H. E., II, 21
 Remondino, Peter C., II, 11
 Requa, Richard S., II, 31
 Reservoirs of City Water System, I, 239
 Rest Haven, II, 177
 Rettenmaier, William A., II, 496
 Reynolds, Alexander, Jr., II, 76
 Reynolds, John, I, 247
 Rhea, John, I, 416
 Rhodes, Frederic A., I, 372; II, 432
 Rhodes, S. A., I, 314
 Rice, J. A., I, 386
 Rife, Jacob W., II, 325
 Rife, Thomas A., II, 324
 Ring, John W., II, 462
 Robert, Grace F., II, 186
 Robertson, Ethel H., II, 141
 Rodabaugh, Elmer E., II, 43
 Rogers, Elmer E., II, 483
 Rogers, J. A., I, 258, 259
 Rogers, J. L., II, 256
 Romig, J. Max, II, 444
 Rose Park, II, 176
 Rosenthal, Abram, II, 468
 Rosicrucian Fellowship, The, II, 442
- Rossi, Dante F., II, 528
 Ruby, Don A., II, 464
 Rucker, Louis, II, 386
 Ruins of Old Mission Dam, (Illustration), I, 21
 Ruins of San Luis Rey Mission (San Diego County), (Illustration), I, 25
 Rush, J. D., I, 337
 Russ School, I, 272
 Rust, Richard, I, 84
- St. James Hotel, I, 359
 St. John's Episcopal Church, Bostonia, I, 418
 St. John's Mission, Fallbrook, I, 415
 St. Joseph Hospital, II, 93
 St. Joseph's Church, San Diego, I, 244
 St. Mary's Catholic Church, Escondido, I, 405
 St. Matthew's Episcopal Church, National City, I, 387
 Sample, Augusta F., II, 218
 Sample, Edwin P., II, 220
 Sanchez, Jose Bernardo, I, 438
 San Diego: Expeditions to (1769), I, 6; made a Presidio (1774), I, 15; Yankee traders in hides drawn to, 29; under Mexico (1827-46), I, 31; pueblo of, formed (1834), I, 35; in the Mexican War, I, 39; military headquarters of Territory of California (1846), I, 44; Americans take formal possession of (1846), I, 68; selection of new site (1850), I, 69; Herald, I, 70; (new): status in 1851, I, 74; Fourth of July celebration (1851), I, 76; dissolution of the first "new town" (1853), founding of second "new town", I, 78, 79; Derby's description of (1855), I, 80; assessment roll for 1851, I, 82; city incorporation and first officials (1850), I, 83, 84; old American and Spanish families of, I, 85; (new) in 1871, I, 93; in 1873, I, 103; Pioneer Hook and Ladder Company, I, 104; Horton's munificent gifts to, I, 122; boom of 1869-70, I, 123; sewer system, I, 128; water works, I, 128; boom of 1886-1888, I, 129; John D. Spreckles as promoter of, I, 141; in 1895, I, 144; in 1901, I, 164; period 1906-20, I, 178; in 1906, I, 181; in 1907, I, 183; largest fleet of war ships, I, 184; visit of "Fighting Bob's" fleet to, I, 187, 188; in 1908, I, 188, 189; adopts modification of commission form of government (January, 1909), 189; city departments in 1909, I, 189, 190; in 1910, I, 192, 193; municipal improvements (1911-14) and taxable property (1900-20), I, 204, 205; its political history, 227-33; its several city charters, I, 228, 229; modified from the city manager plan, I, 232; first newspaper, I, 282; as a naval base, I, 361, 362; growth of city, 1880-1921, I, 363, 365; from

- the air in 1920, (illustration), I, 364; city's tideland frontage, I, 367, 368; canneries, I, 377; city officials of, 423-427
- San Diego Army and Navy Academy, I, 278
- San Diego Art Association, II, 176
- San Diego Business and Professional Women's Club, I, 354
- San Diego Chamber of Commerce, I, 180, 300-305
- San Diego Chapter No. 61, Royal Arch Masons, I, 336
- San Diego Club, I, 352; II, 175
- San Diego Commandery No. 25, Knights Templar, I, 335
- San Diego Consistory No. 6, A. & A. S. R., I, 337
- San Diego Consolidated Gas and Electric Company, I, 195, 377, 390
- San Diego Council No. 23, Royal and Select Masters, I, 336
- San Diego Council, Knights Kadosh No. 6, I, 337
- San Diego Country Club golf course near Chula Vista, I, 397
- San Diego County: hunter's paradise of 70's and 80's, I, 100; register of voters in 1871, 1875, I, 106; population and assessed valuation of, 1870-90, I, 126, 127; Schools, I, 189, 190, 277; floods of 1916, I, 198, 199, 200, 201; highways of, I, 370-373; its citrus fruit industry, I, 374; apiculture and poultry raising, I, 376; officials of (1849-1921), I, 427; first election (April 1, 1850), I, 443
- San Diego County Farm Bureau, I, 374, 375
- San Diego County Free Library, II, 139
- San Diego County Hall of Records, I, 179
- San Diego County Nurses' Association, I, 354
- San Diego Court No. 16, Order of the Amaranth (Masons), I, 338
- San Diego, Cuyamaca & Eastern Railway, I, 419
- San Diego de Alcalá, I, 2
- San Diego Division No. 1, Ancient Order of Hibernians, I, 345
- San Diego Eastern Railway, I, 162, 169
- San Diego Electric Railway Company, I, 184, 203
- San Diego Evening Tribune, I, 282
- San Diego Exposition (1915-16), I, 158
- San Diego Flume Company, I, 128, 235
- San Diego Free Public Library, I, 295
- San Diego Free Reading Room Association, I, 295
- San Diego Gas Company, I, 127
- San Diego Harbor (1893-4), I, 145, 366-369; city granted water-front by Legislature (1911), I, 191; visit of the Pacific fleet to (August 7, 1919), I, 203
- San Diego Herald, I, 71, 75, 76, 77, 78, 282-86
- San Diego High School, I, 272
- San Diego High School Building, I, 179
- San Diego Hotel, I, 194, 357
- San Diego-Imperial Road, I, 372
- San Diego Kiwanis Club, I, 349
- San Diego Land & Town Company, I, 240
- San Diego Library Association, I, 295; II, 173
- San Diego Lodge No. 28, K. of P., I, 342
- San Diego Lodge No. 35, F. and A. M., I, 332
- San Diego Lodge No. 153, I. O. O. F., I, 340
- San Diego Lodge No. 168, B. P. O. E., I, 341
- San Diego Lodge No. 508, Loyal Order of Moose, I, 345
- San Diego Mission: Father Serra at, I, 5; formal beginning of, I, 11; attacked by Indians, I, 12; (Illustration), I, 14; relief ships arrive from Monterey (1772), I, 15; extent of its holdings and improvements, 1834, 1846, etc., I, 20, 21; history of, 22-24; restoration of, I, 24
- San Diego Museum, I, 315
- San Diego Natural History Society, II, 174
- San Diego Oil Products Corporation: its great cotton seed warehouse, Chula Vista, I, 397
- San Diego Pioneer Society, II, 177
- San Diego Post No. 1, American Legion, I, 220
- San Diego Public Library, II, 173, 263
- San Diego Realty Board, I, 197
- San Diego Rotary Club, I, 349
- San Diego Rowing Club, I, 350, 351, 352
- San Diego Savings Bank, I, 307
- San Diego Society of Arts and Crafts, I, 354
- San Diego Stadium, I, 313
- San Diego Sun, I, 282, 288
- San Diego Telephone Company, I, 127
- San Diego Union, I, 93, 282, 287
- San Diego Water Company, I, 235
- San Diego Woman's Press Club, I, 354
- San Diego & Arizona Railway (San Diego to Yuma), I, 162, 163, 177, 190, 198, 201; takes over the San Diego-Eastern, I, 167; incorporated June 14, 1906, I, 170; construction stopped by World War, I, 171; engineering problems solved in construction, I, 172; ceremonies attending completion to Carriso Gorge (November 15, 1919), I, 173; elaborate celebration December 1-6, 1919, to mark completion, I, 174; last spike driven, I, 203; landslide at Carriso Gorge, I, 204
- San Diego & Gila Company, I, 152

- San Diego & Gila, Southern Pacific & Atlantic Railroad Company, I 149
- San Dieguito Mutual Water Company, I, 241, 242
- San Francisco Earthquake: San Diego's relief work for sufferers from, I, 182
- San Luis Rey Mission, I, 25, 414
- Santa Fe Lumber Yard, National City, I, 389
- Santa Fe Railroad: agreement with Frank A. Kimball (July 23, 1880), I, 439
- Santa Fe Shops, at National City, I, 381; at San Bernardino, I, 389
- Santa Fe System: I, 160, 161; San Diego's subsidy to, I, 157; shops at National City moved, I, 160
- Santa Margerita Ranch, Oceanside, I, 412
- Santee, I, 418
- Savage, H. N., I, 237
- Savoy Theatre, I, 329
- Saylor, Emma, II, 504
- Scene at Exposition Grounds, Balboa Park, (Illustration), I, 207
- Scene at Great City Stadium, (Illustration), I, 314
- Scene in Vast Landlocked Harbor of San Diego, (Illustration), I, 367
- Schick, David W., II, 331
- Schiller, Marcos, I, 256
- Schnell, Henry F., II, 101
- Schnepp, Emil W., II, 213
- School Building in Coronado, (Illustration), I, 393
- School System, first organized (1854), I, 272
- Schools, I, 179, 184, 194; city and county, I, 272-79
- Schoonover, Albert, II, 90
- Schumann-Heink, Ernestine, I, 210, 212, 294, 417
- Schumann-Heink (Madame), on front porch of her home at Grossmont, (Illustration), I, 398
- Schuyler, Daniel, II, 265
- Schuyler, John D., I, 403
- Scott, Thomas A., I, 150, 151
- Scott Memorial Church, (Baptist), I, 251
- Scripps, E. W., I, 282, 288, 371
- Scripps, Frederick T., I, 179
- Scripps Building, I, 183
- Scripps Institution of Biological Research, I, 278
- Seaman, Selina, II, 149
- Secombe, William E., II, 416
- Second Church of Christ Scientist, I, 257
- Second Street, Oceanside, (Illustration), I, 409
- Seddon, John, II, 465
- Sedgwick, Thomas S., I, 150, 153
- Seeley, A. L., I, 357
- Sehon, John L., I, 231
- Selleck, Charles G., II, 278
- Selleck, William E., II, 277
- Sensenbrenner, A. & Sons, II, 253
- Sensenbrenner, August, II, 253
- Sensenbrenner, Louis, II, 254
- Serra, Junipero, I, 5, 8, 12, 13, 17, 23, 437, 438
- Sessions, Kate O., II, 82
- Shaw, Joseph M., II, 326
- Shaw, W. Edward, II, 326
- Shelton, R. O., II, 410
- Shepherd, Harvey F., II, 466
- Sheriffs, I, 434
- Sherman School, I, 272
- Shreve, Archie C., II, 395
- Shreve, Daniel H., II, 346
- Shreve, Edith J., II, 57
- Shreve, George H., II, 394
- Shreve, Jesse H., II, 57
- Shreve & Shreve, II, 394
- Sickler, W. A., I, 403
- Silver Gate Lodge No. 296, F. and A. M., I, 333
- Simpson, J. H., I, 303
- Sinclair, Bently W., II, 281
- Skeats, Edward M., II, 91
- Sloane, W. A., I, 230
- Slocum, Cella B., II, 64
- Smith, Albert B., I, 40
- Smith, Angelo, I, 58, 63
- Smith, Howard B., II, 299
- Smythe, William E., I, 67, 180, 199, 302
- Snyder, Theo. F., II, 497
- Soledad Park, I, 312
- Southern California Mountain Water Company, I, 178, 182, 193
- Southern Pacific Railroad: celebrating through trains over (November 19, 1885), I, 159
- Southern Star Chapter No. 96, Order of the Eastern Star, I, 337
- Southern Trust and Commerce Bank, I, 308
- Southern Trust and Savings Bank, I, 307, 308
- Southlook Park, I, 313
- Southwest Lodge No. 283 (Masons), I, 338
- Southwest Post, No. 255, American Legion, National City, I, 384
- Spalding, A. G., I, 371
- Spalding, Charles E., II, 438
- Spalding, F. C., I, 305
- Spanish Commanders at San Diego (1769-1840), I, 437
- Spaulding Park, I, 313
- Spees, Arthur T., II, 420
- Spencer, J. S., I, 272
- Spencer, M. W., I, 413
- Spencer, Wilbur S., I, 413
- Spiritualist Church, Escondido, I, 407
- Sprague, Newton C., II, 69
- Spreckels, Adolf B., I, 293
- Spreckels, John D.: I, 148, 162, 167, 178, 183, 236, 288, 293, 371; his interest in San Diego, I, 141-143; drives last spike of San Diego & Arizona Railway (1919), I, 169; II, 3
- Spreckels (John D.) driving the golden spike to mark the completion of the San Diego & Arizona Railway (Illustration), I, 168

- Spreckels Building, I, 194; (Illustration), I, 330
 Spreckels Outdoor Organ, I, 293, 294
 Spreckels Residence, I, 392
 Spreckels Theatre, I, 329
 Sprigg, Clarence D., II, 158
 Stadium Day (December 3, 1919), I, 176
 Stang, Otto, II, 217
 Stanley, Frank R., II, 440
 Starkey, John B., II, 60
 Starkey, May C., II, 60
 Starr, M. A., I, 405
 Starr (Mrs.) M. B., I, 385
 State Bank of Ramona, I, 421
 State Normal School, I, 274; completion of building, I, 275
 State Senators (1849-1919), I, 427
 State Teachers College, I, 274; II, 199
 State Teachers College, San Diego, (Illustration), I, 276
 Steade, James M., II, 200
 Stearns, Frederic W., II, 58
 Stevens, Fanny, I, 272
 Stewart, H. J., I, 294
 Stewart, Humphrey J., II, 194
 Stewart, W. W., I, 302, 367
 Stickney, Jefferson K., II, 56
 Stockton, Robert F., I, 39, 44, 50, 68
 Stone, Daniel, I, 303
 Stose, Clemens W., II, 376
 Stough, Oliver J., I, 349; II, 79
 Strahlmann, Edward, II, 192
 Streicher, Edward, II, 412
 Streicher, Max C., II, 413
 Sturges, C. L., I, 258
 Sullivan, Jerry, II, 84
 Sumption, Homer W., II, 115
 Superior Judges, (1880-1921), I, 428
 Sutherland, Thomas W., I, 70, 71
 Sutherland Dam, I, 241
 Swallow, Charles H., II, 50
 Swedish Baptist Church, San Diego, I, 251
 Sweetwater Dam, near National City, (Illustration), I, 240
 Sweetwater Corporation, I, 240
 Sweetwater Reservoir, I, 239

 Tabor, Ernest, I, 403
 Tadlock, Malcolm G., II, 406
 Taggart, (Mrs.) Charles P., I, 288
 Taylor, Samuel B., II, 497
 Terrill, Lucy Stone, I, 292
 Texas & Pacific Railway, I, 150, 152, 153, 380
 Theatres, I, 328-331
 Thelen, E. E., I, 383
 Thelen, (Mrs.), E. E., I, 383, 388
 Thelen, Max, I, 383
 Themis Lodge No. 146, K. of P., I, 343
 Theobald, Alma M., II, 138
 Theosophical Homestead, I, 280
 Thing, Joseph L., II, 473
 Thomas, R. A., I, 304
 Thomas, Robert W., II, 338
 Thompson, Jack C., II, 242
 Thorpe, Benjamin F., II, 499
 Thorpe, (Mrs.) Rose Hartwick, I, 291
 Times-Advocate, Escondido, I, 403
 Timken Building, I, 191
 Tingley, Katherine, I, 280, 328; II, 74
 Titus, Harry L., I, 202; II, 28
 Titus, Horton L., II, 29
 Tompkins, William, I, 349
 Torrey Pines Grade, I, 373
 Torrey Pines Park, I, 311, 312
 Transcontinental Railway Week (December 1-6, 1919), I, 175
 Transportation and the Mails, I, 84
 Travis, G. J., I, 415
 Turner, H. S., I, 47
 Turquand, W. A., II, 486
 Twenty-first Infantry ("San Diego's Own"), I, 225

 Ubach Council, No. 638, Young Men's Institute, I, 271
 Uline, Willis, I, 225
 Union Building, I, 183, 288
 Union Station, San Diego, (Illustration), I, 149
 Universal Brotherhood, I, 280
 University Club, I, 347
 University Club Home, I, 201
 University Heights Park, I, 313
 U. S. Grant Hotel, I, 179, 182, 186; (Illustration), 183
 U. S. Naval Coaling Station, I, 179
 U. S. Naval Hospital, I, 361
 U. S. Naval Repair Yard, I, 226
 U. S. Naval Supply Depot, I, 203
 U. S. Naval Training Station, I, 202
 U. S. Quarantine Station, I, 179
 U. S. Torpedo Boat Destroyers in San Diego Harbor, (Illustration), I, 362

 Vanasen, Damon W., II, 378
 Van Dyke, Theodore S., I, 130, 235
 Vaughn, B. L., II, 519
 Vaughn and Weggenman, II, 519
 Vawter, John T., II, 420
 Verdugo, Juan, I, 73
 Victoria, Manuel, I, 35
 View of Mission Valley, (Illustration), I, 4
 Villa Hotel, I, 359
 Viscaino, Sebastian, I, 2
 Vogdes, Ada A., II, 36
 Vogdes, Anthony W., II, 36
 Vogdes, Charles B., II, 166
 Volcan Water Company, I, 241
 Volcan Water System, I, 240
 Vreeland, George J., II, 330

 Wadham, James E., I, 231; II, 166
 Wagner, E. R., I, 256
 Wagner, Harr, I, 289
 Waite, Frank D., I, 289
 Walker, Frederic B., II, 493
 Walker, Thomas, I, 379, 382
 Wallace, Bruce L., II, 373
 Wallace, Charles H., II, 375
 Walsh, Charles F., II, 479
 Walsh, Robert J., II, 480
 Walsh, Walter J., II, 478
 Wangenheim, Julius, I, 307, 311
 Wankowski, V., II, 239

- Ward, John M., II, 47
 Ward, Martin L., II, 202
 Warner, Jonathan J., I, 71
 Warner's Dam, I, 241
 Warren, Althea H., II, 263
 Warren, J. A., II, 445
 Water-front grant, I, 191
 Waterworks: made municipal property, I, 193; crippled by 1916 flood, I, 201; development of, I, 234-43
 Watts Building, I, 194
 Weather, I, 324-327
 Weather Bureau, I, 326, 327
 Webber, Lane D., II, 290
 Wednesday Club, I, 353
 Wegeforth, Harry M., II, 408
 Wegeforth, Paul, II, 409
 Weggenman, L. F., II, 520
 Weinland, H. A., I, 375
 Weir, M. A., I, 308
 Weldon, James T., II, 87
 Welles, Harriet, I, 292
 Welty, Howard, I, 298
 Wentscher, Arnold, I, 303
 Wentworth, Lillian P., II, 141
 Wessels, Andrew B., II, 367
 Western Salt Works, Chula Vista, I, 397
 Wetzell, O. B., II, 439
 Whaley, Guy V., I, 274
 Whaley, Thomas, Sketch of, I, 111
 White, M. G., II, 334
 Whitelock, Thomas S., II, 396
 Whiting, A. C., II, 481
 Wicherski, O. G., II, 422
 Wilcox, A. H., I, 306
 Wilde, Louis J., I, 186, 194, 232, 308
 Williams, Emma E., II, 393
 Williams, Eugene D., II, 307
 Williams, Lawrence D., II, 472
 Williams, Lewis, II, 472
 Williamson, William P., II, 520
 Wilson, Frederic B., II, 518
 Wilson, Mrs. Gertrude, I, 386
 Wilson, John W., II, 190
 Wilson, Warren, I, 288
 Wilson, Woodrow: speaks at City Stadium (September 19, 1919), I, 203
 Wineburgh, Emanuel, II, 456
 Wineburgh, Emma, II, 457
 Wing, P. B., II, 414
 Winters, Walter P., II, 372
 Wister, Owen, I, 418
 Witherby, Oliver S., I, 70; Sketch of, I, 110
 Women in local politics, I, 228
 Wood, Lorin F., II, 349
 Woodworth, Charles N., II, 279
 Woolwine, W. D., I, 306
 World's War: San Diego County's War History Committee, I, 215; honor roll San Diego City, I, 216, 217, 218; honor roll San Diego County outside city, I, 219; Fortieth Division troops trained at Camp Kearny, I, 221; Fortieth Division leaves Fort Kearny, I, 222; 16th Division demobilized at Camp Kearny, I, 223; naval training station, I, 224, 225; Twenty-first Infantry, I, 225; concrete ships built at San Diego for, I, 226
 Worth, Howard F., II, 418
 Worthington, George B., II, 382
 Wright, Allen H., II, 260
 Wright, Edwin H., II, 362
 Wright, Leonard, II, 232
 Wright, Leroy A., II, 266
 Wrightington, Dona Juanita Machado de, I, 54
 Wurfel, Walter C., II, 293
 Yelvington, C. C., II, 425
 York, Ada, I, 278; II, 81
 Young, Douglas, II, 446
 Young, John H., II, 468
 Young, John P., I, 287
 Young Men's Christian Association, I, 258; building completed (1913), I, 261; World's War activities of, I, 263
 Y. M. C. A. Building, Eighth and C streets, (Illustration), I, 259
 Young Women's Christian Association, first, I, 260
 Young Women's Christian Association; organized (1908), I, 268, 269; occupies home (1908), I, 269; war work of, I, 270; articles of incorporation drawn by Daniel Cleveland, II, 177
 Zinke, Ethel, II, 122
 Zinke, G. W., II, 122
 Zone fare system, I, 203



CROSS ERECTED AT OLD TOWN

**Where San Diego had its beginning, in honor of Father Junipero Serra.
Here he, with the aid of a few devoted followers, established
the first Mission in San Diego.**

CHAPTER I

THE SPANISH DISCOVERERS

Sailing from Natividad in Mexico, then already a substantial unit in the vast colonial empire which had been put under the proud flag of Spain, Juan Rodriquez Cabrillo brought two little ships into San Diego harbor in September, 1542. And these two clumsy little boats, as far as the pages of history reveal, brought to the shores of California the first white men, the first Europeans, to set foot on the soil of what is now the Golden State of the Union.

Columbus had made his discovery of America just 50 years before; the proud Balboa had waded into the waters of the Pacific and claimed the ocean for the king forty-two years before; Cortez had long before started his conquest of Mexico; more than a score of years had elapsed since Magellan had pushed through the straits which bear his name; the Dominion of Spain had been extended over a vast expanse of a continent new to Europe; gold-seekers, soldiers of fortune, hardy mariners had pushed on for new conquests. As Cabrillo's little craft struggled against wind and sea on their way into the unchartered waters to the north, the tattered, hungry, discouraged survivors of the proud band that had set out with De Soto and had crossed to the Mississippi in search of a new El Dorado were fighting their way back to Mexico. Such were some of the settings of the period.

Cabrillo, like Magellan, was a Portuguese, but in the service of Spain, whose rulers hired whom they best could to do the work of carrying on further the flag of that proud nation, then at about the zenith of its power. The little ships which he commanded were the San Salvador and the Victoria. It seems almost a miracle in these days that men could conquer the perils of the sea in such craft as those—bulky, clumsy, towering high above the water, carrying little canvas and very hard to handle. Yet, after many days on the run up from the Mexican port, they turned at Point Loma and came into the great harbor of San Diego. Cabrillo himself called it large and good, and his enthusiastic praise of its sheltering qualities grew when a heavy storm arose outside, yet made no impression on his little craft, riding safely at anchor behind the point. A party of men was sent ashore for a new supply of fresh water and, going to the sandy bed of the San Diego River, found some, but on their way back to the ship the men lost their way, mistaking False Bay, now known under the more dignified name of Mission Bay, for the hospitable harbor where they had left their comrades; so they had to camp out for the night, but that meant no hardship in San Diego climate, and they got back safely the next day. Then the Indians came up, and it is

2 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

said that they, using signs, gave the explorers to understand that other white men were traveling on horseback in the interior. At any rate, Cabrillo remained six days, took observations with his crude instruments and, making a somewhat serious error, placed the harbor at latitude 34 degrees, 20 minutes north, whereas the latitude actually is 32 degrees and more than 41 minutes. Then he sailed on to the north for new discoveries, only to fall, a few months later, on an island later named for him and to receive injuries from which he died.

News of Cabrillo's discoveries at last got back to Mexico, and, in the course of months, to Spain. But nothing came of that news for many years. It was sixty years later, as far as the records show, before other Spanish ships came into San Diego harbor. They were commanded by Don Sebastian Viscaïno, who set sail from Acapulco in May, 1602, with two ships, a frigate and a small vessel. With him came three Carmelite priests. They did not reach San Diego until November 5, so slow was their voyage. Viscaïno was not the discoverer of San Diego, that honor having gone to Cabrillo, but he left his name stamped on San Diego history by what he did here. For it was he who named the Coronado Islands, that stately group of rocky isles which tower above the sea a few miles below the harbor; it was he who gave the port its name, San Diego de Alcalá, and it was he who made some real observations of what he found here. For one thing he gave a very interesting description of Point Loma which he said was covered with a forest of tall and straight oaks and other trees—thus giving to scientists and local historians of much later years a topic of no little interest, for the majestic point for many years has been bare of anything resembling a real forest. Yet there seem to have been many trees, though not very tall, on the point in later years, and indeed, much of the other terrain around the bay seems to have been covered with trees in those days. A new generation of Indians was there, but they were doubtless of the same kind that Cabrillo and his men had seen. The harbor was just as safe, and Viscaïno's party was enthusiastic about it. He and his associates were convinced, too, that here was a good place for settlement. Yet it was not settled for more than a century and a half, long after men spoke the name of Viscaïno. When his little fleet sailed back, it took the word of San Diego's importance, but the word was not a signal for action. While Spain worked elsewhere, while England and France and Holland sent colonies to the Atlantic shores of America, the Pacific coast of the country was left alone—not forgotten, of course, but neglected.

When the settlement of San Diego—the first in California—was accomplished, the hardy sons of England had made colonies all up and down the Atlantic. The Puritan colony at Plymouth, Massachusetts, was nearly 150 years old. Massachusetts, Connecticut, Rhode Island, New York, Virginia, were all well settled; their men had fought the Indians and were pushing the frontier slowly westward. England's ruler had insisted on galling injustices which had aroused those colonies almost to the point of rebellion. The Massachusetts legislature had boldly stated the rights of the colonists, other colonies had followed. While the first settlers of San Diego were on

their way up to the harbor from Mexico the Virginia Assembly met and passed ringing resolutions against Crown taxation of the colonies and trial in England of colonists charged with treason. The people were aflame with the resentment which later brought on the war of the revolution.

Such were the conditions in the east when an expedition was started to the west by Spain for the settlement of California. And while this settlement was being made, with crude and humble beginnings, a new nation, to be a great and powerful nation, was being born across the continent. Yet many more years were to elapse before the pioneers of that new nation came across the land and the two waves of civilization met on the Pacific shores.



VIEW OF MISSION VALLEY
In which is the Old Mission, established by the Mission Fathers in the Eighteenth Century.

CHAPTER II

FATHER SERRA AND THE MISSIONS

On July 1, 1769, there arrived at San Diego the man who more than any other man was instrumental in establishing on these shores an orderly, constructive, useful civilization. He was Fr. Junipero Serra, Franciscan missionary. Full of a religious faith which gave inspiration not only to those who lived with him but to those who came after him, and possessing an administrative capacity of high order, he left a real milestone in the progress of civilization on the western shores of America. Against what obstacles he worked it is hard to picture. With what simple sweetness of character, with what great love and with what clear wisdom he overcame those obstacles every written line that comes from him and his associates speaks with eloquence. For good reason is Fr. Junipero Serra famous; for good reason do all San Diegans, of whatever religion, acclaim the name of this beloved padre and gladly join in tribute to his memory.

When Serra came to San Diego to found the first of the California missions at this port he was fifty-six years old; yet he entered upon the task, at which younger men might well have hesitated, with the same enthusiasm and devotion which he had shown as a youth. Never faltering, never losing confidence, always displaying great talents not only as a religious leader but as an administrator, he kept at his work until the very end of his life, some fifteen years after he reached San Diego. Small wonder is it that John Steven McGroarty, gifted California writer, was inspired to write his notable "Mission Play," which in recent years has done much more to draw a compelling picture for thousands of the period which Father Serra typifies than could be done on many pages of printed words. No less credit is due to Father Serra and his devoted associates, and those who labored in their path in later years, from the fact that Spain, in sending the missionaries to California, sought to secure territory. No less credit is theirs because Spanish statecraft, in the fear that others might claim this land, resolved to occupy and try to hold it. As one historian has said, the Americans, long before established on the Atlantic coast of America and ever moving west across the continent, might have penetrated the perils of the unknown lands to the Pacific coast. Perhaps the English, ever ranging the seven seas, might have come around and seized the hospitable haven which Cabrillo had entered in 1542. Another historian, an indefatigable searcher after historical truth—Fr. Zephyrin Engelhardt—attributes the action of Spain to the fear that Russia might gain the prize. At any rate, Spain acted. But with the soldiers came the Franciscan Fathers, ready and eager to serve, and theirs was the real conquest.

6 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Early in 1769, Inspector-Gen. Don Jose de Galvez, by order of Carlos III, king of Spain, sent two expeditions, by sea and two by land, instructing that all four should meet at San Diego. The little "paquebot" San Carlos sailed from La Paz, Mexico, on or about January 9, 1769, after impressive ceremonies at which Fr. Serra is said to have presided. This vessel was in command of Capt. Vincente Vila, and on it came Fr. Fernando Parron, a Franciscan, as chaplain. More than a month later, or on February 15th the San Antonio, another little ship under the Spanish flag, left San Jose del Cabo. Her commander was Capt. Juan Perez, and with him came two Franciscans, Fr. Juan Viscaino and Fr. Francisco Gomez. One land party, starting also from the peninsula of what is now Lower California was under Don Gaspar de Portola, Governor of Lower California. The other was under Capt. Fernando Rivera Montcada. With the first party coming by land was Fr. Juan Crespi. Father Serra himself arrived only two days later than Portola, coming to the port with Portola's main force, which the governor had preceded.

The first of the two little vessels to arrive was the San Antonio. It must be remembered that in these days mariners lacked the accurate data and delicate instruments by which vessels proceed in these days. Cabrillo on his chart had set San Diego at the wrong latitude, and both the San Carlos and the San Antonio went up to the Santa Barbara channel, many miles north of San Diego, before the error was discovered. The San Antonio reached San Diego harbor on April 11, 1769, nearly two months out. Anchor was cast near what was named Point Guijarros, now, doubtless, Ballast Point, a name well known to all commanders of craft plowing through the Pacific. There the San Antonio waited for her sister vessel, which did not arrive until April 29. Such were the difficulties of sailing in those days.

Captain Vila of the San Carlos in his diary tells in what condition both crews were, and his words, preserved all these years, show vividly with what trials and tribulation the two sea expeditions had moved throughout the latter part of their voyage. The San Carlos had only two seamen in good condition as the result of scurvy, which had broken out on both ships. More than half the soldiers aboard were seriously ill, and Don Pedro Prat, the surgeon, was prostrated by the same disease. On the San Antonio conditions were even worse. When that vessel arrived two of the crew had died, and many of the others were very ill. When the San Carlos entered the harbor, Captain Perez of the San Antonio was in poor health. It was with difficulty that the weakened sailors still working on the San Carlos were able to bring that craft alongside the other. That was May 1, and on the same day, writes Captain Vila, a party went ashore to explore and seek a good watering place, which the San Antonio's men had not yet found. The party returned to the ships that evening, bringing an interesting description of the Indian village which was then on the bank of the San Diego river:

"The officers and the Missionary Fathers reported that they had walked about three leagues along the shore [of Point Loma and Dutch Flats] and at that distance had come to an Indian rancheria

on the banks of a river with excellent water; that the Indians inhabiting the village to the number of thirty-five or forty families scattered along the stream in small rude huts, were very friendly and gentle; and that the country was pleasant and green, abounding in various odoriferous plants, wild grapes and game."

The remark which Captain Vila makes concerning the "river with excellent water" is of some interest in view of the fact that the San Diego River's bed is usually, in recent years, dry by the end of April—at least on the surface, although its sands yield generously of good water if one digs a few feet. Costanso, a civil engineer of the San Carlos party, agrees with Captain Vila in the description of the river, leading to the conclusion that there must have been heavy winter or late spring rains that season.

As the sun was rising well over the hills the next morning, Captain Vila took up his anchor and, with the San Antonio's launch out ahead, doubtless to keep the larger craft out of trouble, went farther into the harbor, anchoring in seven fathoms of water. Later in the day, while the sun was sinking behind Point Loma, a party went off in the launch to bury the dead seamen on the shore. Several days later Vila sent out another exploring party to the mouth of the river, where it was found that at high tide a boat could enter and get plenty of fresh water. Meanwhile the launch of the San Antonio went far up the harbor, in the direction of what is now National City, and found the harbor extensive.

The next day, May 6, it was decided to start construction of a rough hospital near the river mouth and at the distance of a cannon shot from the little boats in which the two sea expeditions had come, and when the site had been selected, work was begun the next day, Father Viscaino being in charge. There was still much sickness among the members of the expedition, and Captain Vila himself wrote that he was unable to walk; only eight men able to work were left in the party ashore. It is easy to imagine the sufferings and worries of the two sea expeditions, far from home and aid, most of the members ill and some of them dying. The land expedition with which Fr. Juan Crespi came arrived on May 14, and Father Crespi, in a letter which he wrote more than a month later, reporting to the Father Guardian of San Fernando College, Mexico, gave this summary of the conditions prevailing at the sorely stricken little camp: Twenty-three soldiers and sailors had died, nearly all the rest were very ill and most of them could be saved from death "only by a miracle." The land expedition had come in good shape, all of the party of about eighty arriving in good health.

In view of the distress of the sea expeditions, it was decided to send the San Antonio with such sailors as were able to work, to San Blas to report what had occurred and come back with more seamen. The San Antonio, however did not get away until July 9, and on the voyage of twenty-one days down the coast nine of Captain Perez' men died. Such were the ravages of the disease with which the Spanish forces had to compete.

Father Crespi's letter gives an interesting description of the native Indians. Although Captain Vila's men had reported that at

the rancheria near the mouth of the San Diego river was a settlement of only about forty families, Father Crespi in his letter wrote that on the way up the land expedition had passed many rancherias and that inland from the harbor were many more Indians, gentiles, than at the harbor's shores. The natives, he wrote, using terms which showed his solicitude, were wretched. On the way north the expedition had had a good chance to observe the habits of these people. The males went perfectly naked; the women, however were "decently covered", fibre and animal skins forming their garments. Both men and women were much painted. The cartilage of the male Indian's nose was pierced and filled with a piece of shell. All of the natives were active, wrote Father Crespi. Then Father Crespi told about the San Diego River which had been running so wide a few weeks before. Its bed, so an exploring party found, was dry in many places, with a streamlet here and there; even three leagues up there was no running water. Still, Father Crespi spoke hopefully of the possibility of raising good crops, in which the Franciscan Fathers did notable work in later years, always contending against conditions of which they had to learn as they went along and against which they accomplished veritable wonders. In fact, the great work of irrigation by which this "semi-arid" section has been made to produce fruits and vegetables for a nation's consumption was started by these same fathers in the early days. The remains of the dam and irrigation works by which they experimented successfully are still visible at the site of the Mission dam, a few miles up the river.

Let us, however, go back to the newcomers at the mouth of the river. Such as were able to be around were either exploring the nearby country or attending to the sick when, on June 29, Don Gaspar de Portola, who had come on ahead of his party with a few men, arrived at the harbor. Two days later, just before noon, the main body of the expedition, Father Serra being with this force of about sixty men, arrived. More than forty were natives of Lower California.

There was much rejoicing at the reunion. The next day was Sunday, and the Feast of the Visitation of the Blessed Virgin Mary, and a solemn High Mass of Thanksgiving was offered in honor of St. Joseph, patron of the expedition. Father Engelhardt estimates that about 119 survivors, many of those very ill, of the 219 who had started from Lower California in the four expeditions, celebrated the reunion.

On July 3, Father Serra wrote to Father Palou, who was Presidente of the order in Lower California after Father Serra had left for Upper California. Because this was the first letter of this great missionary after his arrival in San Diego and because it shows in a way not only his enthusiasm but his orderly mind and observant eye, it is reproduced herewith in full. It is a rather peculiar fact that one historian's translation which this writer examined and compared with the Spanish text given in Father Palou's "Vida" was far from complete and that another, evidently made with more care, was not strictly accurate. A third, given in Father Engelhardt's work on the missions of California, was not only complete but accurate. It is herewith reproduced.

BLESSED BE JESUS, MARY, AND JOSEPH.

Rev. Father Lector and Presidente Francisco Palou—My dear Brother and Senor: I shall rejoice if Your Reverence be in good health and laboring with much consolation and success in firmly establishing your new mission field of Loreto and of the others; and if, as soon as possible, the reinforcement of new missionaries comes, so that everything may be established in good order for the consolation of all. Thanks be to God, I arrived here day before yesterday, the first of the month, at this truly beautiful and justly famed Port of San Diego. I here came up with all who had preceded me by land as well as by sea, except those who had died. Here are our companions, the Fathers Crespi, Vizcaino, Parron, Gomez, and myself, all well, thanks be to God. Here are the two ships; the San Carlos is without sailors, for all have died of scurvy, save one and a cook; the San Antonio, otherwise El Principe, whose captain is Don Juan Perez, a countryman from Rivera de Palma, arrived here twenty days before the other, although she had set sail a month and a half later. Just as she was about to sail for Monterey, the San Carlos arrived. While the crew of the San Antonio endeavored to succor those of the San Carlos, they themselves were infected, so that eight of them died. In the end, it was resolved that the San Antonio should return from here to San Blas and bring up sailors for herself and for the San Carlos, and that thereupon both should sail. We shall see in what condition the San Jose arrives. If she comes in good condition, she, the last ship, will be the first to depart.

Two things have caused the disaster on the San Carlos. The first were the defective barrels from which it was unexpectedly discovered water had escaped, so that of four barrels not enough was left to fill one. Hence they were obliged to hasten to land to take water; but what they obtained was of poor quality, and from drinking it the crew began to take sick. The second cause was the misapprehension under which all labored, His Excellency as well as the rest, that this port lay between latitude thirty-three and thirty-four degrees; for some authors claim the one and some the other. Galvez had given strict orders to Captain Vila as also to the other captain to sail out into the ocean and proceed as far as latitude thirty-four degrees and then to cruise in search of said port; but since this port is actually not in a higher latitude than thirty-three degrees and thirty-four minutes, according to the observations made by the officials here, the ships passed far beyond this port, so that when they looked for it, they failed to find it; and this caused the voyage to be prolonged. Furthermore, as the crew already ill reached a colder climate and continued using the unwholesome water, they were also much prostrated that, if they had not made for the port soon, all would have perished; for they were already unable to let down the launch to obtain water or to do any other work. Father Fernando labored faithfully with the sick, and although he became feeble, nothing particular happened to him, and now he is already in good health. I shall not let him embark again, and he is glad to stay here.

On this occasion I am writing at some length to the Inspector-General, to the College, and to our Father Commissary-General. Hence

I am somewhat tired. If it had not been that Captain Perez, seeing me so occupied, diverted himself otherwise, I believe he would have sailed away and I should have been unable to write at all. With regard to the journey of Fr. Juan Crespi in company with the captain, he tells me that he is writing a letter to Your Reverence and sending it by this same bark, so that I have nothing to say. So far as I am concerned, the journey has been truly a happy one, without any noteworthy break in my health. I started out from the frontier mission with my foot and leg in the worst condition; but God operated so that each day I was more relieved, and made the journey as if had no such malady. At present the foot is altogether as sound as the other; but from the ankle to half way up, the leg is like the foot was before, one sore; but there is no swelling nor more pain than an occasional itching; in fact, it is not worth mentioning.

I have suffered neither hunger nor want; nor have the Indians Neophytes who came with us suffered; and so all have arrived sound and strong. I have kept a diary. On the first occasion, I shall transmit to Your Reverence a part of it. The missions in the regions which we have seen will all thrive very well, because there is good land and sufficient water. On the road hither and for great distances back, there are no rocks nor thorns; but there are hills, indeed, very high and continuous, though composed only of earth. Some roads are good, others are bad; more, however, are of the latter kind, though it is no matter of importance. About half way or earlier from where we started, we began to encounter many arroyos and ravines overgrown with poplar trees. There are pretty and large wild vines; in some places they are loaded down with grapes. In various arroyos along the road and in the place where we are now, besides wild grapevines, there are various roses of Castile. In fine, it is a good country, very much different from the land of Old California.

From May 21, when we left San Juan de Dios, as I wrote Your Reverence, until July 1, when we arrived here, save eight days during which we rested the animals, one day here and another there, we have journeyed every day. However, the longest march was six hours; of such days there have been but two. On the other days the march lasted four or four and a half hours, from two to three, and even only one and a half hours, as on each day the diary states, and that, too, at the pace of the pack-mules. From this it may be inferred that, when one is well equipped and the roads are more direct, many leagues of the superfluous circuits could be cut off. The road is not very long. I believe that after this trouble is taken, it would be a matter of about twelve days for the Fathers; and the soldiers right now declare that, lightly burdened, they would go to the frontier Mission of San Fernando de Velicata in much less time.

The natives are exceedingly numerous, and all of this coast of the South Sea along which we came from the Ensenada at Todos Santos, so-called on the maps and charts, live well on various seeds and on fish which they catch from rafts made of tules and formed like canoes, with which they venture far out on the sea. The Indians are very friendly. All the males, men as well as boys, go naked. The women and girls are decently covered as far as the breast. In that manner they would approach us, on the road as well as in the

camps. They would treat us with such confidence and ease as if they had known us all their life. When we wished to give them something to eat, they would say they did not want that, but clothing. Only for things of this kind would they barter their fish with the soldiers and muleteers. All along the road were seen rabbits, hares, and sometimes a deer, and very many antelopes.

The expedition by land, the governor tells me, he will continue together with the captain (Rivera) three or four days from now. He will leave us here, he says, with eight leather-jacket soldiers as guards and some sick Catalonian soldiers who may serve in the same capacity when they have recovered. The mission has not been founded, but I shall take steps in that direction as soon as they depart. My friend, I had written so far, when my countryman, the captain, came and told me that he could wait no longer without loss, and so I conclude with saying that the Fathers here earnestly recommend themselves to Your Reverence; that we are well and contented; that I recommend myself to Father Martinez and the other companions to whom I intended to write, but cannot; I shall do so at the first opportunity. Because the captain tells me he is going to sail for the south, I am sending this letter to Father Ramos, that he may read it and forward it to Your Reverence, whose life and health God may keep many years. From this port and proposed new mission of San Diego in northern California, July 3, 1769. B. L. M. de V. R., your most affectionate brother and servant, Fr. Junipero Serra.

On July 9, the San Antonio, with Capt. Perez in command and with such sailors aboard as could work, set sail for San Blas to report the situation to Don Jose de Galvez, and arrived at that port twenty-one days later, with nine of the crew having died on the voyage down the coast. On July 14 Portola set out in command of a land expedition to search for Monterey Bay. Only a small force was left behind in San Diego—six or eight soldiers, a corporal, blacksmith, carpenter, servant, eight Christian Indians, who had come from Lower California, and Dr. Pedro Prat. Meanwhile, so Palou records, Father Serra's zeal did not allow him to forget the principal object of his coming and on July 16, anniversary of the day on which the Spaniards had gained a great victory over the Mohammedans, in 1212, he, assisted by Fathers Vizcaino and Parron, raised the cross where he had planned that the chapel of the mission at San Diego was to stand, selecting a site which he regarded as most appropriate for the building of the city, "within sight of the harbor." It was only a rude structure, hands being few and weak—one of a few simple huts, roofed with tules, but a provisional church to serve until a better chapel could be erected. This was the formal beginning of the Mission San Diego de Alcalá.

Father Serra and Father Parron tried to attract to the chapel with gifts and expressions of affection the Indians who swarmed about, but the Indians, of course, could not understand Spanish, seemed to care for little but gifts of cloth, refusing all food as if it had been poison, and day by day became more insolent, and prone to thievery, molesting even soldiers and sailors who lay sick abed. The refusal of the Indians to accept food from the newcomers was

12 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

doubtless a boon to the Spanish party, for it had need of all the provisions it had brought; as Father Palou wrote later, the little group at San Diego, if the Indians had taken food as eagerly as they took cloth, would have been left to starve.

It soon became evident to the Spaniards that the Indians were going to attempt to attack the party, and on August 15 the attempt was made in earnest, when some of the soldiers happened to be away from the little settlement. The Indians saw the soldiers depart, and, coming in large force, armed with bows and arrows, fell upon the Mission, intent on stealing everything on which they could lay their hands. The soldiers came back in haste, having slipped on their leather jackets, which seem to have been ample protection against the arrows of the Indians, and sped after the invading horde. The Indians hastily withdrew, letting loose a volley of arrows. The soldiers had come to the opinion that it was time to teach the Indians a lesson and began shooting their guns at the robbers, of whom at least several were killed and a number wounded. The Indian arrows also did some execution, Joseph Maria, the servant of the fathers, being killed, and Father Vizcaino receiving a wound in the hand which left it partly crippled as long as he lived. Two others of the party were wounded, but slightly.

The lesson was apparently not lost on the Indians, who, when they did venture back, were not allowed to bring their weapons into the stockade which the Spanish party soon erected and who offered no more violence for some time. Also, they displayed a considerable change of attitude when they brought their wounded to the Spanish doctor for treatment, which was gladly and effectively given.

Father Serra, according to his faithful biographer, Father Palou, was deeply concerned not only over the battle but because he was making little apparent headway in gaining converts. Much of his hope rested on the assistance which he was getting from an Indian boy of about fifteen years, who had shown more friendliness than his companions for the fathers and the rest of the party and of whom it is quaintly related that he refrained from stealing anything. Him the Spaniards and the fathers treated with some extra consideration that he might become an interpreter, as he later did. When he learned a little Spanish, Father Serra besought him to bring a small child, with the consent of the parents, that it might be baptized, or, as Father Palou relates, "as he would like to make him a Christian like ourselves, by putting a little water on his head, and in that way he would become a child of God and of the Father and a brother to the soldiers, who would also give him clothing that he might go about dressed like the Spaniards." In a few days the boy returned with a crowd of Indians, one of whom carried a little boy, indicating by signs that he was willing to have him baptized. Joyful at this, Father Serra gave the man a piece of cloth to cover the infant, invited the corporal to act as sponsor and summoned the other soldiers to act as witnesses. Father Serra went through with part of the ceremony and then began to pour out the water for baptism. At that point the savage snatched the boy and ran, leaving Father Serra holding the baptismal shell. The other Indians also ran away. The soldiers,

incensed at the incident, were for following and inflicting punishment, but were dissuaded by the father, who, bowed in sorrow, went about for days with his countenance filled with the pain he felt and which he recalled at many times in later years, when he often had to stop to dry his tears in the relation of what had happened. In view of the success of the mission in later years, the incident may seem now to the casual reader to have been of small importance, but to Father Serra it was important, and he felt it deeply.

Despite the careful nursing of their comrades and the good work done by Doctor Prat, 19 more of the little force died before Portola's expedition, having failed to find Monterey Bay, returned, discouraged, to San Diego, on January 24, 1770. Father Serra had failed to gain a convert, but had hoped that when Portola came back his men would do much to make the mission permanent. Portola, however, was about ready to abandon the whole project relating to Upper California and at last declared that if, by the Feast of St. Joseph, March 19, the ship San Antonio or another did not arrive with needed supplies, he would start the return march to Lower California.

Even then Father Serra did not give up his plans for California. For he wrote to Father Palou on February 10 that he would stay.

"If we see that the provisions are exhausted and also our hope," he wrote, "then I shall remain with only Father Juan [Crespi] to endure to the very last. May God give us of his holy grace!"

The days went, one after another, in waiting doubtless impatient on the part of Portola and his men, but patient and hopeful on the part of the immortal Serra. At last, as the day set by Portola was coming near, Father Serra went aboard the San Carlos, still in the harbor and told Captain Vila of his determination to remain in California with Father Crespi.

"If you agree," he told Captain Vila, "we will come aboard as soon as the [land] expedition leaves and when the other packet boat arrives we will go up by sea in search of Monterey."

To this, Palou writes, Captain Vila assented, and, having decided to keep the matter secret, Father Serra returned to the Mission, where, as is portrayed with historical accuracy and in a colorful, dramatic way in McGroarty's Mission Play, Father Serra continued to hope for relief. When he saw that the feast day of St. Joseph was "now at hand" he proposed to Portola that they should make a novena, or nine days' devotion, to the patron saint of the expedition. This was agreed upon, and the novena was made, with all attending. The day before that set for departing came at last. That same afternoon the prayer of Father Serra was answered and all at this little outpost of civilization, almost to be abandoned, saw a ship. It was just a glimpse, but all were certain that relief, so long expected, had arrived. The vision, says Father Palou, was sufficient to suspend the plan to leave the town, and all were encouraged to remain, attributing the arrival to a miracle. After four days the San Antonio, for this was the ship, came sailing in, and then it became known to the waiting expedition by how little a circumstance had the ship entered the harbor. The captain explained that he had been acting under instructions from Galvez to sail directly to Monterey and had first

14 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

sailed past San Diego. But the San Antonio lost one of her anchors and her captain, knowing that one was to be had from the San Carlos, had put back.

"In sign of thankfulness," Father Palou wrote, "they agreed that a high mass should be said, in honor of St. Joseph, and that it should be celebrated with the greatest solemnity on the 19th of each month. This the venerable father continued to do with the most holy devotion up to the very last day of his life."

It might seem to the reader that the account of Father Serra's coming, his establishment of the mission and the fulfilment of his hopes to this period have been treated of at considerable length;



THE SAN DIEGO MISSION

First built in California under the direction of Father Junipero Serra

the writer, however, believes that the fullness of the narrative to this point is amply justified when due consideration is given to the relative importance of the events. For it must be remembered that much of the history of San Diego and of California depends on the steadfast faith of Father Serra. And as Smythe said in his history of San Diego, prepared about fifteen years ago; "a noble monument should be raised by Protestant hands to the memory of the Catholic Fathers."

Other events, up to the establishment of the second mission at San Diego, or rather, its removal to the north bank of the San Diego River, some six miles up, may be summarized briefly.

When the San Antonio had reached this port and conferences were held, it was agreed that two expeditions, one by sea, one by land, should go to Monterey. Father Serra went on the San Antonio on April 16, Fathers Parron and Gomez with a small guard, remained at the mission. Both expeditions reached Monterey safely.

By March, 1771, the mission already had baptized some neophytes, had, according to Captain Fages, made a good beginning as regards temporary buildings and cultivation, and had received from Lower California a considerable shipment of cattle. But by 1772 conditions had grown nearly intolerable. Father Crespi, visiting the mission, found very little to eat, no tallow candles and no wine for masses. In August of that year the situation was relieved by the arrival of supply ships. Soon after that, Father Serra, who had returned from other labor in the north, ran against new difficulty. When he reminded Captain Fages that the viceroy had given instructions covering the establishment of three more missions, Fages gave curt reply, to the effect that the commander of California had such matters in his charge. After a conference with his associates, Father Serra decided to go to the College of San Fernando, Mexico. There having made a statement of the situation in writing, practically all that he sought was granted by Viceroy Bucareli. The rulings included one that the missionaries should rule the mission Indians as a father rules his family. Father Serra thus fortified, returned to San Diego March 13, 1774.

On January 1, 1774, there went into effect a new set of regulations for the military government of San Diego, by which San Diego was made a Presidio. The commander at Monterey was put in charge of all the troops in California. The force at San Diego, according to Father Engelhardt, comprised the following officers, with yearly salaries: lieutenant, \$700; sergeant, \$450; two corporals, \$400 each; 22 soldiers, \$365 each; two carpenters for work at the mission and presidio, \$300 each; two blacksmiths for the same kind of service, \$300 each; storekeeper, \$1,000. Sergt. Jose Francisco de Ortega, was made commander of the new presidio, with rank as lieutenant. Don Rafael Pedro Gil was appointed storekeeper.

It was in the summer of 1773 that the missionaries determined to select a grain field farther up the valley; where it was believed that more rain fell and where irrigation could be practiced. The site selected was that of the mission to which San Diegans now refer as the Old Mission. By the end of 1774 the mission had been removed there. It is interesting to note the character of the buildings, as described by Father Serra. First there was the church, made with poles and roofed with tules; then a house containing living rooms for the Fathers, a large warehouse, a house for shepherds and muleteers, a smithy, a house for servants, thirteen houses for Indians and a corral for horses.

By this time there had been baptized at the mission 106 persons of whom 19 had died, leaving 97 living at the mission. These figures were compiled by Father Serra from the reports of the missionaries.

For nearly a year after that the mission at its new site went along in peace and with success. In November, 1775, however, there came a savage mob of Indians who overwhelmed the sleepy guards stationed at the mission and not only burned most of the mission buildings but killed Fr. Luis Jayme, who with Fr. Vincente Fuster, was stationed there. There had been numerous baptisms of Indians in the preceding month, and these, with the many already converted, had made what Father Palou describes as a good-sized settlement. Soon after the baptisms in October, however, two Indians apostasized and fled. It seems that the sergeant at the presidio went in search of them and did not find them. He reported, however, that they had gone from rancheria to rancheria, exhorting the Indians to wipe out the mission and presidio. The result was that the Indians planned to attack both mission and presidio at the same time. That they failed was certainly not attributable to the Spanish soldiers, who in view of the warnings they seem to have had, might have been expected to double their watchfulness. And it certainly was not lack of numbers which prevented the savages from attaining their end, for it is recorded that the party which attacked the mission numbered 800. Another party, doubtless also of considerable strength, was to attack the presidio. The plan miscarried to the extent that the band assigned to make the assault at the presidio saw the flames at the mission, which evidently was fired by the savages too early for the other band to reach its destination and that latter horde, fearing that the alarm had been given to the presidio, desisted from assault.

The attack was made late in the night of November 4. The soldiers and Fathers had gone to sleep, and the sentinels, Father Palou relates, had given themselves to sleep. The Christian Indians at the mission were threatened with death if they left their beds, and the savages swept on to the vestry, breaking open chests and stealing whatever they could find. Then they went on to the soldiers' quarters, where there was a fire around which the guards slept, and from this a brand was taken by which the invaders set fire to various parts of the mission. The four soldiers and the Fathers awoke. These four guards with the blacksmith, two carpenters and two boys, formed the only defenders of the place. Against these the cowardly, ignorant savages were arrayed in a horde.

The blacksmith was soon mortally wounded. One of the carpenters was also fatally wounded, but lived several days, in the course of which he made a will, leaving his little all to the Indians of the mission.

Father Jayme, it is recorded, did not seek the protection of the soldiers but went straight to a large group of the attacking savages, greeting them with his customary salutation, "Love God, my children!" The Indians, however, fell upon him, dragged him to the river bed, stripped him to the waist, fired arrow after arrow into his body and then beat him cruelly and savagely until all sign of life was gone. When his body was recovered the next day, Father Palou related, there was not a sound spot on it except his consecrated hands.

The Indians, too cowardly to rush the defenders, kept up the attack until daylight, when they withdrew. Meanwhile the soldiers, facing heavy odds, made a gallant defense while the mission buildings

about the little adobe structure, which they made their fortress, were burning. When the assailants departed, the Christian Indians who had been held helpless, came forth, and one of them was sent to the presidio, while a party went out to find Father Jayme.

The mission had been reduced to ashes, the books, records and manuscripts had all been destroyed, and, with the death of Fr. Luis Jayme, the enterprise had suffered a loss which might have been regarded as staggering. Yet Father Serra, at Mission Carmelo, Monterey, on hearing the news—imparted, by the way, in a blunt fashion by the spleenful Captain Rivera—said:

“Thanks be to God! That land is now irrigated. Now the conversion of the Dieguinos will succeed.”

With such fortitude and confidence did this leader in spiritual conquest face the issue. And he lived to see a new mission on the site of the old, with a happy band of Indian converts living in and about—a new mission so substantial and free from danger of fire that its ruins today are in fairly good state of preservation.

The soldiers, it seems, were keen for punishment of the savages, one Indian chief being flogged so severely that he died. Father Palou relates that the missionaries did all they could to establish a policy of kindness and forgiveness. Captain Rivera, however, was apparently determined upon another policy, in pursuance of which he dragged one Indian neophyte who had repented his participation in the attack, from the sanctuary he had obtained in the warehouse buildings which the Fathers then (February, 1776) were using as a chapel. This Rivera and his men did, in spite of the protest of Father Vicente, who thereupon declared the captain and his assistants to be excommunicated. Father Engelhardt in his history says the records fail to show whether this decree was lifted.

At any rate Father Serra, who, as has been told, was determined to go ahead, soon started plans to restore the mission, and despite hindrance from military sources, in which Rivera seems to have been the principal one if not the only one, succeeded. In this Father Serra was enthusiastically supported by Viceroy Bucareli, who also instructed that the work of establishing the mission at San Juan Capistrano should proceed.

Before November, 1776, there were enough buildings for a good beginning. By the next spring there were a chapel, surprisingly well equipped in view of the difficulty in transporting any articles in those days; houses of two apartments for the Fathers, with the modest beginning of a library, so dear to these missionaries; a warehouse, to whose supplies Mission San Gabriel contributed generously—a concrete example of the manner in which the missions co-operated—a kitchen and harness room, and a dormitory. With these, Fr. Vincente Fuster says in his annual report, the mission already had a good little farm, on which wheat and barley had been sown, and quite an assortment of livestock, always a considerable item in the mission's work of providing income and sustenance for its Indian converts. It is interesting to note the characteristically careful manner in which he took account of the livestock: 102 head of cattle: 304 sheep and goats, eight tame horses, five unbroken colts, seventeen mares, one stud, one tame burro, a drove of mules with another stud, twelve

foals and four young mules and eighteen other mules; some of which were not able to do much.

In the peaceful years that came after the burning of the original and frail mission buildings at the valley site there came many improvements and extensions, in which the keen administrative ability of the missionaries stands out clearly.

The annual report of Fr. Francisco de Lasuen made at the end of 1777, shows remarkably good progress, a new church of adobe with the thatched roof having been prepared. It was of good size, too—about 14 by 80 feet. But Father Lasuen and his associates had already determined to improve upon that; timber had been cut in the valley of San Luis, he wrote, for a new edifice, to be more spacious and of more stable character. Various articles used in the church ceremonies had been sent from Mexico and from Mission San Carlos, and notable additions made to the little library. Mission San Luis Obispo and Mission San Juan Capistrano, then in its infancy, had made other donations. With all this help and other that was given, and despite the hard work of the Fathers and the neophytes, the task was by no means easy. In view of the lack of mechanical equipment such as the modern farmer, or "rancher," has, it is plain that the task was a great one. There were a hundred and one details to consider every day, apart from the religious services; there was an abundance of Indian labor, it is true, but it was sadly ignorant, inefficient, shiftless, thoughtless, and, many times, downright lazy, if a criterion may be had of the Indians who remain today, the wash from that period. And, indeed, testimony is not lacking that the habits of slothful savagery, in which the males were willing to rest lazily while the women did the hard work, prevailed in that day and that to overcome this situation there was necessary a wonderful patience on the part of the Fathers.

The task ahead seemed too great and the prospect of success little, as Fathers Lasuen and Figuer faced it; and they applied for permission to retire to the college in Mexico. They were dissuaded, however, by the undismayed Father Serra, who appealed to them in such an eloquent way to remain that they stayed. Father Figuer, indeed, remained at his post until death came December, 1784, while Father Lasuen remained here until September, 1785.

The task, as has been said, was a great one and the greatest part of it was to teach the Indians. Even in later years this was a work that required the utmost patience. For as Father Engelhardt has aptly said, the older Indians, even those kept more or less under good influences, away from temptations to revert to savagery, or from the demoralizing influences often to be found at the presidio, were always children; at least nearly all of them remained so as to intellect. Patient explanation accomplished wonders, to be sure, but there seemed to be here an almost insurmountable obstacle. Still, the Indians picked up a good deal of Spanish, and to assist in the work of making simple things clear, the Indian language was used. It became evident early in the history of the mission that an appeal must be made "through the stomach" to form a foundation on which the Fathers could build a groundwork of proof that Christianity and its influences were far better than paganism and barbarity. So they

felt obliged to provide means by which their charges should, if possible, be clothed, fed, usefully employed and even amused.

By no means did the Mission Fathers confine their work to the mission itself and its immediate surroundings. Frequently they went long distances, usually on foot, but sometimes, if haste were necessary, on horseback, to comfort the sick or baptize those near death who sought that service. On some occasions, at least, there seem to have been hampering restrictions governing the soldiers who might have assisted more on such journeys.

Through it all the Fathers seem, to an unprejudiced student of the history of that period to have labored with an unselfish devotion. They had taken the vow of poverty, of which their simple garb was a visible symbol. Father Engelhardt says they left their work "as poor as they had come." In addition, he writes, nothing of what was made at the mission went to the college in Mexico; while, on the other hand, at least in the later years of the mission, heavy demands were made upon them by the soldiery, at the expense of the mission's Indian charges.

Some few travelers of and visitors in the period in which the missions held their own have been sarcastic in writing about their hosts at the various establishments. But many who rode the rough highways of the time have paid generous tribute to the kindly hospitality to be found at the missions; and in this list San Diego was no exception. What there was available of food was always given to the guests, for whom a room was always provided if he wished to spend the night; and for it all no pay was asked or expected or accepted. Doubtless in those days the Fathers got rewards from such visits in the form of news. There were no newspapers here in those days, and even letters were infrequent; so the wayfarer, with his accounts of what had happened along his route, or bringing late and important news from some point, was, beyond doubt, the more welcome on that account.

This hospitality was not confined to that period alone. William Heath Davis, writing in later years about his journeys up and down the coast of California in the early '30s, gave warm praise to these men at the missions. After visiting several of the missions, including San Diego, in 1831, he also said that he was "impressed with the neatness and order about them, and the respectable appearance of the Indians." "The men," he wrote, "dressed in white shirts and blue drill or cotton pants; many of them with shoes, which were manufactured at the missions, from bullock hides, deer and elkskins, dressed and tanned there. The government of the Indians was systematic and well designed." Davis also wrote: "An instance is not known of Indians doing harm to any of the Padres, so great was the respect in which the Fathers were held."

Joseph Warren Revere, a navy officer who made a comprehensive tour along the line of the missions and who later, in 1849, wrote a book containing his observations, spoke in similar praise of the Mission Fathers, whose success among the Indians he regarded as remarkable.

There is little or no occasion for argument concerning what the Mission Fathers accomplished for civilization on the Pacific coast. As

William Heath Davis says in his graphic way, they were "the original pioneers of California, beyond all others." The buildings which they erected may be in ruins, but the influences for good which they built up have remained throughout all the years. They apparently went as far as humanly possible, in their time, in the work of educating the poor miserable beings whom they found here. They gave them the best elementary education they could have received—lessons in simple morality and common thrift and industry. Those who seemed especially apt were encouraged to go farther in schooling. So busy must they have been with the tasks of administration, farming and husbandry merely to provide food and clothing that it seems a wonder they could do anything in the way of educating their people; yet they must have done a great deal on that line. They were men of education broad for those days and by no means lacking in literary attainments, as is amply proved by their writings. They were men of many other attainments in knowledge and culture, and it appears that they did everything in their power to spread the good which they had acquired throughout the strange land to which they came. The love which was shown to these Fathers of the Missions by many who lived under their influence is evidence of the service they gave. As has been mentioned, the influence of the Fathers was spread many miles from the missions themselves. Their garb indeed became more or less familiar throughout all of California from beyond San Francisco to San Diego. The long, loose robe of grayish hue, with the hood thrown back from the head in good weather; the sandals in which they trudged along wearying miles; the girdle, with tassels hanging down in front—all became known not only to the people of the country but to the many who visited the coast in the years when the missions were flourishing.

In the course of time, as the missions and the population about them grew, the field of administration at the missions had to be broadened to include trading, and in that, too, the padres showed themselves able and efficient. The Americans and others who came in vessels from other coasts to do business on the Pacific coast found them "first class merchants," to use a phrase from Davis' history. His supercargo told him that they were "shrewd purchasers." Yet they were universally recognized as men of the strictest probity—"strictly reliable," as Davis remarks. The Fathers by the '30s indeed had built up an extensive trading business. Much of it was among the missions themselves, which was really one big family. For instance, the mission at Capistrano might need more hides from San Diego, and San Diego might need more grain; the respective wants were made known and an exchange was soon effected. Or, at any rate, what one mission needed, it soon got from a neighbor, even if the need was supplied as a gift. The missions also traded with fur hunters, supplied rancheros with various goods, accepting other commodities in payment. Davis, however, observed a kindly rivalry among the missions to conduct each with growing success and for each to stand on its own financial feet.

As the years went on the spiritual influence and field of commercial endeavor of the San Diego Mission were extended. The territorial extent included many rancherias covering thousands of acres

—the number not definitely determined; one reason for this was that a few acres more or less in the great domain of the day made little difference. When the mission holdings were deeded to Santiago Arguello, in 1846, the legal papers set the extent at more than 58,000 acres; a little more than twenty-two acres, containing the mission buildings, were left to the church and are still held by it. In 1822 the mission's report showed that it had more than 30,000 head of stock, that being the largest number so reported by Mission San Diego. The number gradually decreased from that year on until by 1834 it was only about 11,000. The total number of neophytes at the mission seems to have reached the maximum at about the same period; the entry for 1824 being 1,829. Baptisms in 1784 had reached only 1,075; they increased steadily to the year 1846, when the last



RUINS OF THE OLD MISSION DAM
Built by the Franciscan Fathers.

Franciscan Father left the mission, the number then having mounted to 7,126. By far the most of these were Indians.

Among the mission's material results were a group of olive trees, of which there are still survivors, first of California's thousands of such trees, now famous as producers.

One of the most interesting pieces of work done by the Fathers at the San Diego Mission was the dam which they built, about three miles up the river from the mission, in a gorge well fitted by nature for that purpose. With this they constructed an extensive system of irrigation works, an early monument to the triumph of man over the difficulties to be found in southern California, where water must be stored up in rainy seasons to supply the needs of dry periods. In this way the Franciscan Fathers, early in the 19th century, set an example which, followed and improved upon in recent years, has

made of southern California a garden, blossoming even as the rose in summers, that would be dry except for the water stored up from winter floods.

Just when this dam was built the writer has been unable to find from records available to him, but it seems clear that it was started early in the 19th century and was finished doubtless by 1810. The tables which the Fathers carefully kept of the products of the mission indicate this clearly. And, although the remains bear no tablet such as may be found on modern structures of the kind, with the names of engineers and other officials appearing thereon, the ruins themselves tell of an engineering accomplishment of no small importance. The river was dammed with a solid stone wall about 220 feet long, about thirteen feet thick and coated with a cement as hard as rock—a cohesive substance which had surprising merit. In the centre was a gateway twelve feet high and lined with brick. The aqueduct, a small affair, but no less remarkable than the dam for strength, was built of tiles, resting on cobblestones in that same remarkable cement. Bancroft relates that the dam was still standing in 1874, although the rushing waters had washed out a channel at one end and sand had been washed up on the structure to such an extent that only a small part of the dam itself was visible. The aqueduct was built down the gorge, which was so precipitous that a man on horseback could not traverse it. In its three miles the aqueduct crossed gulches from 15 to 20 feet deep, and its construction was so good that after the foundations had been swept away it was supported by its own strength in many places for many years.

Remains of the dam are still to be seen, and it is of importance that they have attracted the attention not only of tourists and casual visitors but of engineers and experts seeking to increase the water supply of the city of San Diego in recent years. In fact, for many years the old dam itself has drawn the attention of builders and the site has been the centre of much formal and informal discussion among those interested in bringing more water to the city for the needs of the future.

The missions' influence began to wane in 1824, when Mexico, having ended the power of Spain, enacted a colonization law, in the administration of which many acres were given to supporters of a Mexican government. These grants seem to have cut in upon mission holdings. In 1832 Mexico passed an act of secularization, which amounted to confiscation of the Franciscan missions. The end of the old mission days came in 1846, when Pio Pico, then governor of California, sold mission property with a lavish hand.

The growth of the mission to the general form to be observed in the present ruins is described by Smythe as follows:

"By 1783 the San Diego Mission had begun to assume something of its permanent appearance. The church occupied a space eighty-two feet long by fifteen wide, running North and South. The granary was nearly as large. There was a storehouse, a house for sick women and another for sick men, a modest house for the priests, a good sized larder, and these enclosed on three sides, a square one hundred and fifty-one feet long, the remaining side being enclosed by an adobe wall eight feet high. As the years went on the establishment was gradually extended to provide a series of small shops

around the patio for the artisans and mechanics and accommodations for the increasing number of neophytes outside the walls, but close at hand. It was not until 1804 that the buildings took on the final shape which is preserved in the pictures of the mission period. But the plan of the Fathers was always the same, with its low, gently-slanting roofs, its interior square, its Roman towers; and the material was always adobe, with burnt tile for roofs, windows, and doorways. The walls were about four feet thick. There can be no question that the architecture harmonized with the landscape, for it was the architecture of Spain in a landscape resembling Spain in all essential aspects."

It has seemed fitting to the writer at this point to refer again to Father Serra, the beloved missionary who was responsible more than any other one man for the construction and maintenance of the San Diego Mission and for the success which it had. And that reference will be to his death, which was indeed typical of his life. The story is told by Father Palou, his companion, in words whose very simplicity is impressive. Father Palou hastened to Mission San Carlos, Monterey, early in August, 1784, on receipt of a letter from Father Serra, and found him very weak, although still going around on his duties. His chief ailment, it seems, was a malady or heaviness, as Father Palou calls it, of the chest. Strong plasters were applied by the royal surgeon from a newly arrived packetboat, but apparently with no result except to increase his pain. Yet Father Serra went about as if well, though his loving companions, seeing him, knew he was not. Weaker and weaker he grew physically, for several days, but never weaker in faith in the work which he had started of converting the Indians. At one o'clock on the afternoon of St. Augustine's day, August 28, he went, after taking a little broth, to his little room, saying, "Let us now go to rest."

His bed consisted of a few hard boards covered only with a blanket; which, says Father Palou, he used rather as a cover than as a softening for his rude couch. He always slept that way, says his faithful biographer, when on the road, stretching out his blanket and a pillow, and lying always with a cross, about a foot long which he held on his breast. This cross he had carried since he had been in the college in Mexico, and he never left it behind.

As the venerable Father went inside they all thought it was to sleep and some navy officers who were there and to whom he had recently spoken and embraced, went away to dine. Father Palou, more solicitous, slipped into the room a few minutes later and found him just as they had left him, "but now asleep in the Lord."

Humble, unselfish, shunning promotion that he might continue in his work of founding missions and keeping them going to bring the pagan Indians to his church: able yet modest, firm yet kindly, he was beloved by all with whom he had toiled, and to his name Californians of this day, whether or not of Father Serra's religion, are glad to point with pride, reverence and affection.

In the years that followed American occupation of California the San Diego Mission was sadly neglected. In the '50s, at various times the buildings were occupied by U. S. troops. By the '80s the buildings had fallen away to such an extent that little was left except part of the church and dormitories. In the '90s some effort was made to halt the

decay of the structures, and in recent years there was developed a movement in which public-spirited citizens of San Diego joined in an effort to preserve what was left and to put up such safeguards as they could to prevent further destruction; this has been a movement in which Protestant and Catholic have worked gladly side by side; this also was a movement for preservation of what remained rather than for restoration, for which sufficient funds were not collected. In 1921, however, the Legislature of the state of California passed a measure, which was approved by Gov. William D. Stephens, by which \$10,000 was appropriated for restoration of the San Diego Mission. In this legislation the San Diego County representatives, State Senator E. P. Sample and Assemblymen J. O. Bishop and R. W. Colburn, had a part.

The work of restoration was then taken up by the Native Sons of the Golden West and the Native Daughters of the Golden West. The grand parlor of the Native Sons appropriated \$5,000 to assist in the work, and the local parlors of the Native Sons and Native Daughters undertook the task of raising \$10,000 more. Extensive preliminary work was done in the summer of 1921; debris was removed and various fragments of the buildings carefully secured. In September, 1921, the San Diego Commission which had been working on preservation of the mission and of which George W. Marston of San Diego is president and John Steven McGroarty of Los Angeles vice president, issued a statement typical of the sentiment held by San Diegans for the mission. It is as follows:

"The restoration of the old Franciscan missions of California has long been a cherished dream of the people of the Golden State and of her visitors who delight in these vestiges of her romantic past. It is a desire that has never been confined to any one class or creed of the population.

"The pathetic, yet noble, ruins of these old missions, constituting, as they do, the most important architectural monuments of the colonial periods anywhere in the United States, speak eloquently still of those great, self-sacrificing and holy men who founded California's civilization. Our present greatness is a heritage of that immortal Franciscan missionary enterprise which began in 1769 with Fray Junipero Serra and his heroic companions.

"The debt of gratitude which we owe to these first pioneers and those who followed after them is incalculable. And there has ever been a desire to give some form of expression to this gratitude on the part of each succeeding generation of the newer peoples who have come into possession of California.

"The form in which our gratitude should be shown is voiced in the quenchless desire to see the missions restored. It is, therefore, with profound pleasure that announcement is now made that a tangible and practical movement is at least on foot to restore the mission. This was the first mission founded and the pioneer settlement of white men in California, and it is appropriate that it shall be the first to be restored.

"The restoration of San Diego Mission to as nearly as possible its ancient form and appearance will give example and encouragement that will result in renewed activity throughout the state in the work

of conserving and restoring these monuments of such inestimable commercial, as well as sentimental and archeological, value."

San Luis Rey Mission, regarded as the finest of all the number which were built along the California coast, was dedicated June 13, 1798, the founders of this mission being Frs. Lasuen, Santiago and Peyri. It is about five miles from Oceanside and about forty miles north of San Diego. The mission was not completed until 1802. Its builders held fast to the Moorish style of architecture, the structures



RUINS OF SAN LUIS REY MISSION, SAN DIEGO COUNTY

being arranged in quadrilateral form, about 450 feet square, the church occupying one wing of the whole.

It is recorded that the dedication ceremony was attended by fifty-four Indian children. Father Peyri was left in charge of the mission, and he worked with such zeal that within a week seventy-seven persons had been baptized. San Luis Rey was one of the most flourishing of the California missions, and at one time had many cattle and sheep.

In the course of the years the mission fell into a state of decay. Work of restoration was begun in 1893 by Father O'Keefe of the Franciscan Order, who passed away at Santa Barbara in August, 1915. The work which he started and carried on despite the lack of sufficient funds at times, was practically complete by 1916. Father O'Keefe established a parochial school, which was enlarged in 1915 by the generosity of Jerome O'Neil, owner of the famous Santa Margarita ranch, whose expanses stretch north from Oceanside for many miles.

CHAPTER III

AT THE PRESIDIO, UNDER SPANISH RULE

San Diego for more than half a century was just a little settlement within the walls of the presidio, established on a hill overlooking the flats and part of Mission Valley. Most of this time the garrison was pitifully small, the times were monotonously uneventful. San Diego was isolated, apart from the rest of the world, with many miles between it and the next military establishment in upper California. Even the mission was largely something outside the life of those who lived on the shores of San Diego Bay. The Mission Fathers and their Indian charges came and went, but the mission itself after the first few years was far up the valley and between it and the presidio were the Indians, never trusted very much, even when the newcomers increased in number, and even those who had little ranches nearby, within call of the presidio, took care always to provide protection for themselves in the shape of weapons. The presidio itself occupied only small space, around which at first was a rough wooden stockade, then, in later times, a high wall built of adobe—a weak structure at best, but doubtless enough to awe the ignorant savages. Inside were a few small buildings, the quarters of the commandant, a little chapel, guardhouse, quarters for the small force of officers and men, storehouses, and so on. The presidio was abandoned about 1835 or 1836, under Mexican rule.

The Spanish garrison itself was never formidable, especially when compared with troops of later years. Sometimes, it seems, the officers had trouble with their men, and it is no wonder, for a more monotonous and less interesting life for a man of action and ambition it would be hard to imagine. Of course in later years these conditions changed to some extent. But as a military establishment it was insignificant; it was so far from the entrance to the harbor that a hostile vessel could have come in and landed soldiers without the slightest interference. If any other power had wished to take the port from Spain the seizure could have been accomplished with a small force and with almost no difficulty of a military nature. George Vancouver, the English navigator, saw this at a glance when he sailed into San Diego harbor on his discovery in 1793, and he wrote his impressions down very frankly, directing attention to the fact that Spain's hold on this part of the new world was so weak as to excite wonder. The presidio at San Diego, he continued, seemed to be the least important of all the Spanish establishments and with its small garrison, far from the entrance to the harbor and with its puny battery of three small guns, was of ridiculously small importance.

The Spanish a few months later went leisurely to work on a fort at Ballast Point, then called Point Guizarros, but the easy life of gar-

rison duty seems to have become such a habit that the fort was not completed for several years; and when it was finished it amounted to little under Spanish rule. Anyway, there was never any serious occasion for its use, and on the first occasion when the Spanish soldiers did use the guns, except possibly for a salute, they staged a nice little comic-opera affair—serious enough at the time, no doubt, but laughable in view of the little damage done. This affair was that of the Lelia Byrd, among the first of the Yankee trading ships, captained by shrewd, two-fisted rovers of the sea who brought out cargoes of various kinds to exchange for what could be found in the market. In this section barter was made principally in those days for fur of the sea otter, which then ran thick on the coast. Their furs the Spanish commanders did not want sold to any Yankees; they were for Spanish trade; yet the ingenious Yankee traders soon found it was easy to slip by and bargain quietly with fur-owners. This practice had aroused the suspicions of the San Diego commandant, and when the Lelia Byrd shoved her nose past the point in March, 1803, the Spanish officer wasted little time in paying a visit to her commander, Capt. William Shaler. Did the captain need supplies? Yes; well, then he should have them on proper terms, but there was to be no trading for otter skins or anything else, and he, the commandant, would leave a guard of five men to see that his instructions were carried out. There would be no fooling with him. What is more, he left the guard to see that the Lelia Byrd obeyed orders. And with that he pompously departed for his headquarters, doubtless with all the dignity of a commander-in-chief of a great army.

That, however, is only the beginning of the story. For Captain Shaler and his mate, Richard J. Cleveland, who, by the way, was a relative of Daniel Cleveland, well known San Diego pioneer, had not come to the Pacific to take a course of lectures from Spanish commandants. They had come to trade—by open means if possible, but, anyway, to trade. And the crew was of the same kind of American traders. Numbers of the crew had got a hint indeed that if a boat was sent discreetly to shore the Yankees would be able to get some of those highly prized otter skins. So when night fell and the time for discreet deeds was at hand, a boat put off for skins. It got them. A second boat did not return, the Spanish commandant and some of his trusty soldiers having captured the crew and left them, tied hand and foot on the beach, under guard. The next day Captain Shaler sent a party ashore and his men soon persuaded the Spanish guard standing on the beach that it was not healthful thus to hold free-born Americans who believed in their flag and own ability. The Spanish soldiers gave up their guns, the American prisoners were unbound, and all hands sped for the good ship, Lelia Byrd. Then it was up with the sails and off from San Diego. The dignity of the Spanish commandant, however, had received a fearful blow, and he and his soldiers sped for Fort Guijarros on the point to see that the Lelia Byrd was punished with such severity as befitted the case.

Should any captain of the Americans get away with such an insult unavenged? No, never! Not by a jug of the finest wine from old Spain! By horse and foot the commandant, soldiers and villagers raced to the point while the Americans wore blisters on their rough

hands trying to make a record departure with the Lelia Byrd. Finally anchor and sails were up and the ship had started. Bang! went one of the little nine-pounders from the fort. It was a blank for warning. Then came a solid shot, the real article of warfare. On raced the Lelia Byrd in the light breeze, and as she neared the fort at the narrows the Americans, who long ago had disarmed the Spanish guard which had been put aboard, stationed the unfortunate and badly scared Spaniards in a very exposed position. As the Lelia Byrd sped down the narrow channel the Spaniards aboard lustily pleaded by sign and voice to their compatriots ashore to desist from further bombardment. Yet the Spanish guns kept it up and did some damage to sail and hull of the American vessel. On the other hand, as soon as Captain Shaler's good ship was near enough for his six small guns to do some execution, he let go with a broadside. As the echoes rattled off Point Loma and racketed across the waters of the otherwise placid bay, the Spanish garrison began a hasty retreat from the fort. A second broadside from the Lelia Byrd sent them all out except one daring individual who stood and waved his hat. Perhaps he was the proud commandant. At any rate, the Lelia Byrd got away without blood staining her deck, and as soon as she was outside her officers put the Spanish guard ashore. And the Spaniards were so glad to escape that they gave a little cheer, wishing long life to the bold Americanos. Ah, that was a day to talk about!

Indeed, there was little else to talk about for a long time, as other arrivals were few at San Diego in the next few years. One a year was a great event.

Capt. Joseph O'Cain came here on his trading vessel, the O'Cain, in 1804, but the visit was without any special incident. No vessel seems to have put into the harbor in 1805. In 1806, as a result of the strict regulations governing trade with foreign ships, four American sailors who had put ashore from Captain Kimball's Peacock at San Juan Capistrano, were arrested by the Spaniards and were imprisoned for a time in San Diego. Captain O'Cain appears to have come here in another ship, threatening to destroy the fort and presidio. He did not do it, however, and sailed away.

Thereafter for several years affairs at San Diego were very, very quiet. Mexico began to slip from Spain's grasp. The presidio began to fall into a state of decay. Only about fifty soldiers were kept there most of the time. From 1809 to 1827, except for a few short periods, Francisco Maria Ruiz was actually commandant of the port, part of the time as acting commandant. In much of that period the struggle for Mexican independence from Spain was going on, but little news of this came to San Diego. The establishment apparently was loyal to Spain. The soldiers, however, were a sorry outfit. They were paid at rare intervals, their clothing often was ragged and they had to scheme carefully to get food enough. The mission gave what it could, accepting Spanish treasury orders which could not have been very highly regarded, as promises of pay. There were few occurrences of any importance for many a long year. One which caused much anxiety was the visit of Capt. Hippolyte Bouchard to the California coast in 1818 with two vessels which he had fitted out as Buenos Ayres privateers in an effort to harrass Spain. Bouchard

actually did appear at San Juan Capistrano and much of the church property was removed from the mission to prevent its loss to him. Also troops were sent up to meet him, but Bouchard withdrew. From San Diego women and children were removed for safety, and preparations were made to give battle, but Bouchard's privateers stayed away from the port.

With the decay of the presidio the settlement spread down below its walls on the more level ground of what is now Old Town. Smythe says it seems likely that the first of these little structures was the home of Captain Ruiz, who has been mentioned already. It was in the section known as "Rose's Garden," so-called because Ruiz planted a number of pears, olives and pomegranates, the trees bearing fruit for many years. Other soldiers seem to have had little "farms" or "rancherias," but in an agricultural way the settlement at the old town at San Diego never amounted to much. Its commercial importance was based not on sales of fruits or grains, but of cattle hides, trade in which reached amazingly large proportions as the years went on. The Mission Fathers had realized the importance of cattle-raising and made much of it, using the vast expanses of grazing land under their control to fine advantage. The pasturage all about San Diego was excellent, the cattle were easy to breed and raise in the mild climate, and herds grew with astonishing rapidity. The military went into the business, and so did private individuals, and the industry developed with a rush. Then ships began to come for the hides. One, the Schem, came from Boston to the coast in 1822 and although she did not stop at San Diego, the word went out that at San Diego there could be had many hides, and trade in them was soon brisk. It continued for many years. Several warehouses were built by the hide traders at La Playa. There were four standing there in 1836, when Richard Henry Dana, famous writer of "Two Years Before the Mast," visited San Diego. Among the American vessels which came here in the hide trade in the early days were such famous old craft as the Arab, Mentor, Schem, Rover, Andes, Courier, Franklin, Brookline, Louisa, Alert, which made yearly trips from 1831 to 1844; Tasse, Barnstable and more than a dozen others. Several San Francisco firms were engaged in this trade, and Henry D. Fitch, who became a merchant at San Diego, was a member of one of those firms. Alfred Robinson who later wrote "Life in California," came here in 1829 on the Brookline and got impressions of the place which were very interesting.

Naturally enough as the cattle and hide industry grew in importance, those at and near San Diego began to look for more land on which cattle could be raised and fed. By 1820 valuable grants were made to private individuals, beginning with veteran and invalid soldiers, and by 1834 the practice of granting lands included in the mission holdings had started. This continued with great liberality up to the time California was taken by the United States in 1846.

The whaling trade in the Pacific also left its mark at San Diego, but its rise started much later.

Spain's power in Mexico had gone by 1822 and on April 20 of the year the Spanish flag was hauled down. It appears that the ceremony in which it was supplanted by the Mexican colors in San Diego

30 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

was a simple one. The little establishment was far away from the scene of turbulence. The people here were not greatly concerned over the change and they accepted the beginning of Mexican rule without any signs of great excitement.

CHAPTER IV

UNDER THE MEXICAN FLAG

The story of San Diego under Mexican control is not one of vast importance. The hide and tallow industry kept increasing in importance, but growth in population was slow, and as Smythe has aptly said, the Mexican authorities spent much of their time and energy in political squabbles which kept conditions sadly unsettled. Yet in these disputes there were a number of interesting characters, and in the government of California San Diego played a large part.

Among the San Diegans who became prominent in that period was Juan Bandini, one of the most striking characters in all California at that time. Another was Pio Pico, who was the last Mexican governor of California. Still another was Henry D. Fitch, a New Bedford sailor, who became a Mexican citizen here, who was first town attorney of San Diego when the pueblo form of government was organized and who kept the largest store at Old Town for many years prior to American occupation. Then there were the Arguellos, the Carrillos, the Estudillos, the Zamoranos and many other families whose names are a very part of Old Town. They joined in building up at the little settlement such an atmosphere of old-time courtesy and hospitality that its romantic fragrance has lasted through all the years.

Although never so officially designated, San Diego was to all intents and purposes the capital of California for about five years, while Gen. Jose Maria Echeandia was governor. His territory, it must be remembered, included both Upper and Lower California, and San Diego was not very far, geographically, from the center of that large section, but his choice of San Diego met with some opposition from various other places and when he attempted in 1827 to hold an assembly at San Diego the delegates declared that this city was too hard to reach. Echeandia seems to have been a fairly sensible and efficient officer, but his career as governor was not without troubles of various kinds. His presence and residence at San Diego made the place of course the political center of affairs in California, and political schemes in abundance were concocted here. The volatile schemers doubtless were a source of some anxiety to Echeandia.

At that time, too, Americans were beginning to come not only by sea but by land to California, the hardy pioneers of the nation being ever eager to push on to the west. Some of these came to San Diego in what is known as the Pattie party in 1828. In referring to this episode Smythe directs attention to the fact that the Californians (or Mexicans) were not hostile to the Americans, probably being more inclined toward them than to the Spaniards who viewed the advent of Mexican or Mexican rule with no great satisfaction. But the Californians somewhat naturally looked upon all foreigners with sus-

picion. Under that suspicion the Pattie party fell. This party was headed by Sylvester Pattie, a Kentuckian who had achieved fame as an Indian fighter. His son, James O. Pattie, later wrote a "Narrative" of the affair and left considerable room for argument. At any rate, Pattie in 1827 organized a company at Santa Fe, New Mexico, to trap and hunt on the Colorado River, about which, of course, little was known at that time. Eight of the company, all Americans, including the two Patties, floated down to the mouth of the Colorado and after considerable hardships started west, at last reaching the mission at Santa Catalina in Lower California, early in 1829. All eight men were brought to San Diego. Echeandia had them locked up and they remained prisoners here for several months. The elder Pattie died and was buried on Presidio Hill. The younger Pattie appears either to have been an obstreperous prisoner or to have been badly treated. His six companions were released under guard to go for some furs they had buried near the Colorado River, but he was kept in prison until, as Pattie's story has it, a smallpox epidemic broke out and he, having some vaccine with him, was let out to vaccinate everybody around. He later seems to have gone to San Francisco and to have played the doctor there.

The old governor had some trouble with the Indians, and kept his troops busy much of the time in keeping them scared away from the port. The California soldiers brought in the ears of their victims to show what the day's work had been. On one occasion a lieutenant is said to have brought in twenty pairs of ears from Indians slain in this section.

An interesting account of San Diego in the days of Governor Echeandia rule is given by Alfred Robinson in his "Life in California." Robinson came here in 1829 as clerk on the trading ship, Brookline, and in 1836 married, at Santa Barbara, Ana Maria, the daughter of Capt. Jose de la Guerra y Noriega, one of the wealthiest Spaniards of California. After the Brookline hove to, a boat was sent ashore and "satisfactory arrangements" were made with Governor Echeandia, after which the Brookline ran in and anchored close under the guns of old Fort Guijarros. The Brookline was there for a long stay, so the long boat was hoisted out, ready to be put down, the royal yards and masts and the top-gallant yards of the good ship were lowered, "and these and all other surplus rubbish on the decks sent on shore and deposited." Those were not modern days of telegraphic haste in trading, but the good old leisurely times, in which the Spanish courtesies had to be thoroughly observed before any mere barter was to be considered. Then lumber was sent ashore and the ship's carpenter began to build "a large house" for the storage of hides. This, wrote Robinson, served "as a place of accommodation" for the lighter part of the Brookline's cargo while it was being examined and cared for by the Spanish custom officers. Don Manuel Dominguez, a brother-in-law of one of Robinson's companions, soon sent horses to the visitors and they galloped away to the town. Then followed Robinson's interesting description of the San Diego of those days:

"Our way was barren of interest till we came suddenly to an almost perpendicular descent of some thirty or forty feet into a

deep and broad ravine, where formerly some river had flowed, but its bed was now filled with bushes and shrubs. Previous to this we passed a small shanty in an unfinished state, which had been erected some time before as a Custom-House, but owing to its incapacity and situation, had been abandoned. We saw also the commencement of a new Presidio, that, on account of the difficulty of procuring water, had also never been completed. These two monuments of the imprudence and want of foresight of the Governor, served as very good evidence to me of the want of sagacity and energy of the Government.

"A short ride further brought us to the house of our friend Don Manuel. We rode into the 'patio', or courtyard, where a servant took the horses. At the threshold of his door we were met by Don Manuel, who embraced us cordially, and presented us to the family, his mother, wife and sister. This was to be our home during the ship's detention, and though its coarse mud walls and damp ground floor did not altogether coincide with the idea I had previously formed of it, yet if their walls were cold, and their floors damp, their hearts were warm, and the abundance of their luxurious entertainment more than compensated for any disappointment.

"After dinner we called on the Gen. Don José Maria de Echeandia, a tall, gaunt personage, who received us with true Spanish dignity and politeness. His house was located in the centre of a large square of buildings occupied by his officers, and so elevated as to overlook them all, and command a view of the sea. On the right hand was a small Gothic chapel, with its cemetery, and immediately in front, close to its principal entrance, was the guard-room, where the soldiers were amusing themselves; some seated on the ground playing cards and smoking, while others were dancing to the music of the guitar; the whole was surrounded by a high wall, originally intended as a defence against the Indians. At the gate strode a sentinel, with slouched hat and blanket thrown over one shoulder, his old Spanish musket resting on the other; his pantaloons were buttoned and ornamented at the knees, below which, his legs were protected by leggins of dressed deer-skin, secured with spangled garters.

"On the lawn beneath the hill on which the Presidio is built stood about thirty houses of rude appearance, mostly occupied by retired veterans, not so well constructed in respect either to beauty or stability as the houses at Monterey, which with the exception of that belonging to our 'Administrador,' Don Juan Bandini, whose mansion, then in an unfinished state, bade fair, when completed, to surpass any other in the country.

"The climate of St. Diego is milder than that of any other part on the coast, and not so much subject to dense fogs as Monterey and St. Francisco. The soil presents a barren and uncultivated appearance, and although several spots dignified by the name of gardens are found upon the bank of a river which flows from the mountains during the rainy season, in which they cultivate a few vegetables, yet nothing can be seen of any agricultural importance except in places at some distance from the town. The hills and glens abound with many kinds of cactus, among which the rabbit and quail find shelter when pursued by the sportsman. These are both very numerous,

the latter frequently rising in flocks of two or three hundred. Hares are abundant and here also, as at all other places on the coast during the rainy season, the plains and ponds are crowded with ducks and geese, while thousands of brant cover the extensive bay.

"Our accounts with the Custom-House were soon adjusted, and we were prepared to commence our trade. Visitors were numerous, both male and female, who came on board to purchase. Amongst others, the Rev. Padre Antonio Peyri, of the Mission of St. Luis Rey, had expressed a wish to visit his many friends on shipboard for besides our own, there were two other vessels in port, the English brig Vulture, under charter by H. D. Fitch, of Massachusetts (whose matrimonial adventures I shall presently relate) and the Mexican brig Maria Ester, from Acapulco. The good old priest was accordingly invited, and the last day of his visit was to be passed with us; other friends came also, and dinner was prepared for the occasion.

"As the old gentleman was held in universal respect upon the coast, not only as a founder of the Mission over which he presided, but also as a man of great mental energy and capacity; high in favor with the government because of these qualities, and being dearly loved by the people for the extreme benevolence of his disposition, we were prepared to receive him with 'all the honors.' Accordingly as the Reverend Padre descended the gangway, we thundered forth a salute and proceeded to show him the different parts of the vessel. Particularly did we call his attention to our trade-room, which had been fitted up with shelves and counters, resembling in appearance a country variety store. The amount of his purchase testified how vastly he had been pleased.

"On the following morning he departed, and when the boat had reached a short distance from the ship, the men laid upon their oars whilst our guns sounded a parting salute. As the smoke cleared off I beheld the old man standing in the boat, and gazing toward us with apparent delight, and I thought I could perceive from the glistening of his eye that future patronage would be the result of this reception."

Another interesting account of San Diego at this period is given in William Heath Davis' "Sixty Years in California." Davis came here in 1831, two years after the time of which Robinson wrote. Governor Echeandia's term of office had ended, but conditions at San Diego were not changed to any great extent, of course. Davis' account makes it plain that the military headquarters was still maintained at the presidio, which, wrote Davis, was placed so as to protect the citizens of the "miniature city" from "the ferocious and savage Indians." He estimates that the citizens and soldiers at that time numbered from 400 to 500. "Quite a large place," remarked the writer. Davis also observed that at San Diego in those days there was much gaiety and refinement, the people being, according to his account, "the elite of this portion of the department of California." Old Town had been laid out, but the people had not yet become satisfied that they would be entirely safe in leaving the protection of the presidio for houses on the level land below Presidio Hill. Monterey by that time had been designated as the port of entry for

California and also the seat of Government, and vessels which came from the Atlantic coast were obliged to go to Monterey and enter that port before they could come to San Diego for trading; but, after paying the necessary duties at Monterey, they could enter any other California port.

Echeandia's term ended in December, 1830, when Col. Manuel Victoria, the new governor, arrived in San Diego. His headquarters was established at Monterey. Pio Pico, Juan Bandini and several others started a little revolution at San Diego and organized a force which went to Los Angeles and seized it. Victoria was badly wounded in a battle which followed and left the country. The months that followed were full of plots and threatened revolutions. Echeandia went to Mexico in 1833 to remain. Pico became governor in 1832.

The pueblo of San Diego was formed on December 21, 1834. Juan Maria Osuna was the first alcalde, or mayor. In 1838 the population had fallen off to such an extent that San Diego was not entitled to a town council or ayuntamiento, as the Californians called it, and from that time until the United States stepped in, San Diego was under Los Angeles jurisdiction.

The last years of California rule were filled with petty political disputes among the various leaders, "revolutions" with "armies" of 100 men and "battles" which were sometimes wholly bloodless. In the political affairs of the time the following were some who were prominent: Juan Bandini, Pio Pico, who became governor; Andres Pico, who had command of the Californians at the battle of San Pasqual in 1846; Santiago E. Arguello and Francisco Maria Alvarado. Of these by far the most noted in San Diego annals was Bandini, a slightly built yet impressively dignified, typically graceful Spanish gentleman. On one side of the plaza in Old Town he erected a mansion, then very fine, at least in comparison with many of those around it, and its walls still stand, although they bear the additional burden of another story, in less romantic times, to serve as part of a hotel. In this mansion, as in the Estudillo home across the way, there was many a gay dance or ball. When Commodore Robert F. Stockton arrived at San Diego and took the port it was Bandini himself who, siding with the Americans, as did many of his kind, offered the residence to Stockton for the American headquarters. Exquisitely polite, well educated, known far and wide as one of the most gracious and hospitable of all residents of California, a fluent writer, a good speaker, with a biting sarcasm, the father of several beautiful daughters, Bandini indeed was a notable figure of the period and easily the foremost citizen of San Diego at the time. Just before the United States went to war against Mexico, Bandini was secretary to Governor Pico, but he soon espoused the American cause without hesitation and became one of its most loyal and valuable supporters in this part of California. He died at Los Angeles in 1859 leaving a family, several branches of which are still prominent in California.

Pio Pico, in the last few months of his rule, made a name for himself by giving away land to his friends and followers. He did it lavishly and almost up to the last minute before the Americans took control of California. And he thereby built up a puzzle which it took the American courts many a long day to solve. John Steven

McGroarty, the gifted California writer, in his "Los Angeles, From the Mountains to the Sea," refers to Governor Pico's action thus:

"It appears from the records, not to speak of the memory of men still living, that no governor of California even remotely approached in openhanded generosity Don Pio Pico."

The truth of the matter is, as McGroarty says, that Governor Pico and his close associates saw that California was certain to fall into the hands of the United States and that it would be a fine thing to apportion as much of this land as possible to his friends and supporters. So he kept at the task of conveying property up to the very last and made a legal tangle which went up to the Supreme



O'NEILL RANCH HOUSE (LOOKING SOUTH) BUILT BY PIO PICO IN 1820.

Don Juan Forster lived in this house from 1870 to 1882. Since that time it has been occupied by Richard O'Neill and his son, Jerome O'Neill.

Court of the United States. This court, after many years of effort in American courts to decide between valid and fraudulent titles to the vast expanse of land claimed by virtue of Pico's grants, said:

"No class of cases that come before this court are attended with so many and such perplexing difficulties as these are. The number of them which we are called upon to decide bears a very heavy disproportion to the other business of the court, and this is unfortunately increasing instead of diminishing. Some idea of the difficulties that surround these cases may be obtained by recurring to the loose and indefinite manner in which the Mexican Government made the grants which we are now required judicially to locate. That Government attached no value to the land, and granted it in what to us appears magnificent quantities. Leagues instead of acres were their

units of measurement, and when an application was made to the Government for a grant which was always a gratuity, the only question was whether the locality asked for was vacant or public property. When the grant was made, no surveyor sighted a compass or stretched a chain. Indeed, these instruments were probably not to be had in that region. A sketch, called a *diseno*, which was rather a map than a plat of the land, was prepared by the applicant. It gave, in a rude and imperfect manner, the shape and general outline of the land desired, with some of the more prominent natural objects noted on it, and a reference to the adjoining tracts owned by individuals, if there were any, or to such other objects as were supposed to constitute the boundaries. Their ideas of the relation of the points of the compass to the objects on the map were very inaccurate; and as these sketches were made by uneducated herdsmen of cattle, it is easy to imagine how imperfect they were. Yet they are now often the most satisfactory and sometimes the only evidence by which to locate these claims."

Literally hundreds of these cases were reviewed by the United States Supreme Court. Many celebrated attorneys took part in the preparation and argument of these cases. Among them were Jeremiah Sullivan Black, at one time Attorney-general of the United States; Caleb Cushing, Edwin M. Stanton, Reverdy Johnson, William M. Everts, John J. Crittenden, Judah P. Benjamin, Charles O'Conor, Titian J. Coffey, and Hall McAllister.

The United States Land Commission, to which was intrusted the task of investigating these grants, reported that a greater variety of subjects or a wider field of inquiry had rarely if ever been put before any tribunal. In connection with this the work of Col. J. D. Stevenson of the U. S. Army is of interest. In the spring of 1847 he was put in command of the southern military district of this state and instructed to investigate the Mexican land grants.

"Colonel Stevenson," writes McGroarty, "said that soon after he got his district in order he began to make inquiries as to who were the civil officers under Pico, and learned from Abel Stearns and others that he (Stearns) was either the prefect or subprefect, and an intimate and confidential friend of Pico, and from him and others he learned that grants were made after it was known that the Americans had taken possession of California, which were antedated, and especially those made in this section of the county from San Jose this way, and that a very large portion of them were signed by Pico on the day and night preceding his start for Mexico, which was about the 8th or 9th of August, 1846; Stearns told him that he was present on the day and night referred to, especially the night those grants were executed, and that Pico left him (Stearns) in charge as next officer in command. These grants were frequently the subject of conversation; and on one occasion a party to whom a valuable grant was made, confessed to him that the grant was executed that night, and he knew nothing of it until he was sent for to accept the grant. He availed himself of every opportunity to obtain information about these grants, both by conversation and otherwise.

38 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

“And that was the way things went in those days—the good old days now long since gone, when a few thousand acres of land between friends was a small matter; and not as it is now, when they measure it off by the inch to you, and every foot of it in Los Angeles is worth a king’s ransom.”

CHAPTER V

IN THE MEXICAN WAR

Viewed in the light of modern warfare, with its powerful guns, torpedoes, its gas, its tremendous naval and military equipments and its great sea and land forces, San Diego's part in the Mexican war now seems to have been a puny affair. It doubtless was serious enough for those who had part in it in this section. Yet even they lived in an atmosphere strikingly different from that of the present day San Diegan. The romanticism and chivalrous nature of the Spanish families of California gave to the picture a tone all its own. For San Diego was never wholly Mexican, even when Mexico ruled, and this distinction became more apparent when the course of the United States seemed bound to triumph in the fight against the new and politically unsettled republic below the Rio Grande. Then, too, Americans had begun to settle in this section and to marry into the families they found here. Some of these had become Mexican citizens, and their Spanish wives were loyal to their husbands. Some of the best known Spanish families indeed sided with the Americans as soon as the war started. Such were the Bandinis and Arguellos. When the war actually came to San Diego it came in a softened fashion, bringing days more filled with apprehension than carnage, episodes more dramatic than important from a military viewpoint.

So it was when Captain Samuel F. Dupont sailed into San Diego harbor on July 29, 1846, in the sloop *Cyane*, bringing John C. Fremont and his band of eighty, about as many marines and a party of scouts headed by the redoubtable Kit Carson of "the terrible eye." All formed the "California Battalion." Fremont wasted no time in hoisting the American flag at Old Town and in leaving a marine guard there to see that it stayed at the top of the staff, floating over the southernmost settlement in California. Apparently Fremont feared little trouble here; certainly he did not experience much. The *Cyane* remained here until August 9, and having left the troops ashore, beat out to sea again. Fremont's plan was to use San Diego as a base for a movement upon Los Angeles, then an important point, so as soon as he could prepare for the march north, he left, departing the day before the *Cyane* sailed out. Only a small garrison was left at San Diego. Near Los Angeles Fremont joined forces with Commodore Robert F. Stockton, and they seized that city. The Californians in that section, however, soon organized a force formidable in numbers, took Los Angeles back again and determined on an attempt to wrest San Diego from the Americans. The garrison at San Diego had been cut down to a very small number of men, and the defenders, hearing that the Californians were coming in force,

decided on a retreat. So aboard the whaler Stonington, then in the harbor, they went, taking with them their sympathizers and their families. The next morning the Mexicans had raised their flag at Old Town. American reinforcements were called from Los Angeles by boat, and a member of the American party, who was sent ashore, got to the old cannon on Presidio Hill and spiked them. Then the Americans landed, taking two cannon, and marched on the town. It was then time for the Mexicans to absent themselves, and after making a nice picture of battle array, they departed. The Mexican flag was then hauled down and replaced with the Stars and Stripes. The honor of raising the American colors was given, so tradition has it, to Albert B. Smith, to whose able hands had been entrusted the task of spiking the Mexican guns. A girl, Maria Antonia Machado, kept the Mexican flag from falling to the dust and carried it off loyally and lovingly.

Thereafter San Diego was American territory, although it was besieged with a fair degree of success by the Mexicans, whose course of action compelled Stockton to come here and start a vigorous cleaning up of the territory around San Diego. In this task the Spanish fighters who had joined the Americans did valiant service, Captain Santiago Arguello and Captain Miguel de Pedrorena taking their men in a brave assault on the Mexican trenches wherein was a cannon with which they were peppering the Americans. The assault was a dashing exploit and was successful, the gun being captured and the Mexicans being driven away. Stockton then built a strong fort which has borne his name ever since and whose earthworks have lasted through many years. Also he brought together a force of considerable size and drilled his men with great care for a new movement upon Los Angeles. San Diego thus acquired real military importance. With it came a social importance, for the American officers were glad of a chance to participate in social activity, and their feelings were well matched by those of the Spanish residents. Commodore Stockton at this time made his headquarters in the Bandini residence at the request of its illustrious owner, and there were many gay dances and parties in the little town. For the Spanish loved this kind of life and welcomed men who fitted into it. Meanwhile the Mexicans, now under Gen. Andres Pico, were in the vicinity of San Bernardo and about eighty strong. Such was the situation when Commodore Stockton heard of the unexpected approach of Gen. Stephen Watts Kearney and his little army, marching from the East. That brings the story to the battle of San Pasqual.

CHAPTER VI

BATTLE OF SAN PASQUAL

The battle of San Pasqual was not an important engagement in a military way and certainly was not of importance because of numbers involved, but it deserves a place in American history because it signalizes in a manner the seizure of Alta California from the Californians, or Mexicans. Examination of the available records and accounts, too, does not provide any great reason to heap laurels upon the American commander on this occasion; to the contrary the verdict would seem to be that, although he won a technical victory because the leader of the Californians fled with his troops at the end, it was a costly victory, decidedly not one to try to repeat. To San Diego, however, the battle, so-called, has a special significance because it was the only real battle ever fought in this county. As this volume is being prepared steps have been taken to mark the battle field with a memorial, for which the state of California will contribute a fund.

The battle was fought in the little San Pasqual valley, in the Northern part of San Diego County, not very far from Escondido. To this valley, in 1920, came Owen C. Coy, Ph. D., director of the California Historical Survey Commission, to whom had been delegated the task of preparing a narrative of the events connected with the engagement, with special reference to its location and to determine a way in which the state could suitably mark the site. He came in connection with a gift received by the state from William G. Henshaw and Ed. Fletcher of an acre of ground supposed to be the site of the battle and accepted by California in 1919, in an act which contained a recommendation that the site be marked in a fit manner. Dr. Coy collected a wealth of material concerning the fight, and from his able report, printed in 1921, the writer has drawn extensively.

The American commander at the battle of San Pasqual was Gen. Stephen Watts Kearny, for whom Camp Kearny, training ground near San Diego of thousands of young Americans in 1917 and 1918 for service in the Great war, was named. When the Mexican war began, General Kearny, then a colonel in rank, was made brigadier-general and placed in command of an expedition composed of volunteers from various Southwestern States and called the "army of the west," although, as a matter of fact, it is said that it never contained more than about 400 men. The leader on the Mexican side was Captain Andres Pico, under orders of General Flores, commandante of the Californians.

In July Commodore John D. Sloat had raised the American flag at Monterey and during the few months immediately following the

supremacy of the United States troops on California soil was generally recognized, except by rather small and rather scattered bands of native Californians. Pico led one of those bands, which was hovering at the time not far from San Diego, and to the north of the city. In its preparations for the war with Mexico the Government had arranged a plan whereby General Kearny should push overland with his force, take possession of New Mexico, and then to go ahead with sufficient force to California, there to co-operate with the United States naval forces in occupation of the coast. Large discretion in all matters was left to General Kearny, the letter of instructions from William L. Marcy, Secretary of War, laying emphasis on this point, one made doubtless with full realization that General Kearny and his men would have to traverse a country about which, of course, comparatively little was then known at Washington. In its wild sections and desert areas abounded and in it at any time the American soldiers might be confronted by hostile forces. Through such a country, however, these American troops were trained to go for fighting business, and it appears also that they were as brave a band as ever started out on a mission of the kind.

In obedience to his orders Kearny left Leavenworth late in June, occupied Santa Fe and, it is recorded, finished his occupation of New Mexico in August. Then, having received his commission as brigadier-general, he prepared for his journey overland to the Pacific coast and left Santa Fe with his little "army" on September 25. Of this journey, as Doctor Coy has written, interesting accounts are given in the diaries of two aides, Lieut.-Col. W. H. Emory and Capt. Abraham R. Johnston. The essential facts of the march to what is now San Diego County are given in General Kearny's official letter of December 12, from "headquarters, Army of the West, San Diego, Upper California," to Brig.-Gen. R. Jones, adjutant-general. Although dated the 13th, the letter, it will be noticed, contains no mention of the battle which then had occurred. It says:

"As I have previously reported to you I left Santa Fe for this country on the 25th of September, with 300 of the First Dragoons under Major Sumner. We crossed to the bank of the Del Norte at Albuquerque (65 miles below Santa Fe) continuing down on that bank till the 6th of October when we met Mr. Kit Carson, with a party of 16 men, on his way to Washington City with a mail and papers, an express from Commodore Stockton and Lieutenant-Colonel Fremont, reporting that the Californians were already in possession of the Americans under their command; that the American flag was flying from every important position in the territory, and that the country was forever free from Mexican control; the war ended, and peace and harmony established among the people. In consequence of this information, I directed that 200 dragoons under Major Sumner should remain in New Mexico and that the other 100, under Captain Moore, should accompany me to the south, on the right bank of the Del Norte, to the distance of about 230 miles below Santa Fe, when, leaving that river on the 15th October, in about the 33d degree of latitude, we marched westward for the Copper mines, which we reached on the 18th, and on the 20th reached the river Gila, proceeding down the

Gila, crossing and re-crossing it as often as obstructions in our front rendered it necessary; on the 11th November reached the Pimos village, about 80 miles from the settlements in Sonora. We crossed the Colorado about 10 miles below the mouth of the Gila, and marching near it about 30 miles farther, turned off and crossed the desert—a distance of about sixty miles—without water or grass. On the 2d December we reached Warner's rancho (Agua Caliente), the frontier settlement in California, on the route leading to Sonora. On the 4th we marched to Mr. Stokes' rancho (San Isabella); and on the 5th were met by a small party of volunteers, under Captain Gillespie, sent out from San Diego by Commodore Stockton, to give us what information they possessed of the enemy, 600 or 700 of whom are now said to be in arms, and in the field throughout the territory, determined upon opposing the Americans, and resisting their authority in the country. Encamped that night near another rancho (San Maria) of Mr. Stokes, about forty miles from San Diego."

(Editor's note: Modern and accepted spelling of places mentioned in this report makes "San Isabella" Santa Ysabel and "San Maria" Santa Maria.)

It was on this very night that the nearness of the hostile Californians was disclosed, as told in Lieutenant Emory's journal, which says:

"We arrived at the rancheria after dark, where we heard that enemy was in force nine miles distant, and, not finding any grass about the rancheria, we pushed on and encamped in a Canyon, two miles below.

"A party under Lieutenant Hammond was sent out to reconnoitre the enemy reported to be near at hand. By some accident, the party was discovered, and the enemy placed on the 'qui vive'. We were now on the main road to San Diego; all the 'by-ways' being in our rear, and it was therefore deemed necessary to attack the enemy and force a passage. About 2 o'clock a. m. the call to horse was sounded."

Captain Johnston's journal, under December 4, tells of hearing about the enemy's nearness, which makes the absence of any such mention in General Kearny's report the more noticeable.

While in camp at Warner's General Kearny had sent by Captain Edward Stokes a letter to Commodore Stockton, saying in part:

"If you can send a party to open communication with us, on the route to this place, and to inform us of the state of affairs in California, I wish you would do so, and as quickly as possible.

"The fear of this letter falling into Mexican hands prevents me from writing more.

"Your express by Mr. Carson was met on the Del Norte, and your mail must have reached Washington at least ten days since. You might use the bearer, Mr. Stokes, to conduct your party to this place."

Commodore Stockton had already planned to send out a party of men under Captain Gillespie to try to surprise the Californians.

44 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

under Pico, and he seems to have concluded, on the receipt of Kearny's letter, that it would be well to join with Kearny in order to increase the chances of overwhelming the enemy. At any rate, he acted promptly, as shown by the reply he sent to Kearny:

"Headquarters, San Diego, Dec. 3, 1846,

half past six o'clock p. m.

"Sir: I have this moment received your note of yesterday, by Mr. Stokes, and have ordered Captain Gillespie, with a detachment of mounted riflemen and a field piece, to your camp without delay.

Captain Gillespie is well informed in relation to the present state of things in California, and will give you all needful information. I need not, therefore, detain him by saying anything on the subject. I will merely state that I have this evening received information, by two deserters from the rebel camp, of the arrival of an additional force in this neighborhood of one hundred men, which in addition to the force previously here, makes their number about one hundred and fifty.

"I send with Captain Gillespie, as a guide, one of the deserters, that you make inquiries of him, and, if you see fit, endeavor to surprise them.

"Faithfully, your obedient servant,

"Robert F. Stockton,

"Commander-in-chief and Governor of the Territory of California."

As the letter has said, the expedition under Captain Gillespie left that evening. The captain had with him Captain Samuel Gibson, with a company of twenty-five volunteers, and ten carbineers from Stockton's flagship, the Congress, under Edward Fitzgerald Beale, acting lieutenant, of whom more will be told later, and Midshipman James M. Duncan. It is recorded that this party took all of the horses in San Diego and a brass piece of the four-pounder variety. Lariats were attached to drag it over the rough, hard way. It was not until the second day, indeed, that the Gillespie party met Kearny's force, the juncture being made at Ballena, between the Santa Ysabel and Santa Maria ranches. That fact had considerable effect on the Americans. Winter rains in the mountain sections of San Diego County are by no means conducive to comfort, even in the days of enclosed automobiles, and it is easy to picture the effect of the weather on Kearny's command, with men and mounts sore and tired from their long trip from New Mexico.

Smythe records the fact that when a council of war was held, after the forces joined, Lieutenant Beale spoke against an immediate engagement, suggesting instead, an attempt to surprise the Californians and capture their horses. Kearny, however, was for action on the line of "surprise" suggested in Commodore Stockton's letter, by Gillespie, to General Kearny. So, while the main force went into camp for a miserable night, Kearny sent out a small party to reconnoitre.

That party at length reached the little Indian village at San Pasqual. There was the camp of Captain Pico, commander of the Californians. Dr. Coy says that this party had come south from Los Angeles originally to try to cut off a force which was supposed to

have left San Diego for Santa Ysabel, but, not finding that force, had remained near San Diego, making headquarters at San Luis Rey and Santa Margarita. On the night of December 5, he had gone into camp at San Pasqual. Doctor Coy believes that by this time he had learned of the departure of the Gillespie party from San Diego and had directed his own course to try to cut that party off. At any rate, it appears that Kearny's reconnoitering party was detected by the Californians and hastily withdrew, returning as fast as possible to General Kearny's camp. Kearny, on hearing of the presence of the Californians at San Pasqual, decided to break camp and march upon the enemy. This description of the order of march is given by Smythe in his chapter on the battle:

"First rode an advance guard of twelve men, on the best horses, under Capt. Abraham R. Johnston. After them came General Kearny with Lieutenants William H. Emory and William H. Warner, of the engineers, and four or five of their men. Then Capt. Benjamin D. Moore and Lieutenant Hammond, with about fifty mounted dragoons. Next Captains Gillespie and Gibson, with twenty volunteers. Then Lieut. John W. Davidson, in charge of the artillery, with a few dragoons. The balance of the force, some fifty or sixty men, brought up the rear under Major Swords."

The Americans first saw the Californians from the top of a small hill or rise above the little village of San Pasqual, when the enemy's camp-fires were still burning. Pico's men were ready for action and when the order to charge was given and Captain Johnston's men rushed down the slope, the Californians were drawn up in order. So well mounted were Johnston and his men, in comparison with the rest of Kearny's force, or at least with those immediately behind, that they soon were far in advance. The Californians apparently saw this, realized their advantage and stood fast. As the Americans came near, the Californians fired a volley and then waited with their lances set.

Captain Johnston fell dead at the first volley, a bullet having struck his head, and several others were wounded. That, however, was only the beginning, for Pico's men were expert with their lances and they began to use them with deadly effect, the fighting soon resolving itself into a furious hand-to-hand conflict in which the American advance had serious trouble. Soon, however, the rest of Kearny's force reached the scene of conflict, and the Californians fled down the valley, pursued by the Americans. Antonio M. Osio, a California writer, says, in his "Historia de California," that Pico was merely feigning flight to draw the Americans out. At any rate, the evidence available indicates that he was not lacking in generalship; for, when he and his men had gone, about half a mile, they wheeled and waited to receive the oncoming Americans, again spread apart by reason of the differences in their mounts—some horses, some mules, and, doubtless, all worn out. The second engagement, like the first, was brief and hard fought, and the Americans again got the worst of the encounter. Captain Moore was killed while fighting Pico himself, two of Pico's men rushing with their lances when Moore, having

broken his sword, tried to use his pistol. Captain Gillespie was wounded and, it is recorded, was saved from Moore's fate only by shamming death as he lay on the ground, having been thrown from his horse. Gen. Kearny himself was wounded twice at this time. It is said that the Californian who inflicted the wounds spared his life and that while at San Diego in later and peaceful days Gen. Kearny had his former adversary brought before him to receive appreciation for his brave and soldierly conduct. Such, it seems, was the chivalrous spirit of the times—something closely resembling that ascribed to the knights of long ago. Another such instance is that of Pico's conduct; he is said to have watched his men carefully to see that none attacked a foe when unhorsed and helpless.

The Californians retreated again as soon as Kearny's full force arrived, but in their retreat took one of the howitzers which the Americans had brought with them. The mules which drew the gun became unmanageable and raced with the howitzer to the enemy, who seized both opportunity and cannon.

Kearny's force then went back to camp and "took stock." The report compiled was not cheering. He had lost about 20 killed and 15 wounded; his official report, made later, set the number of American dead at 19, as follows:

Killed: Captains Johnston and Moore; Lieutenant Hammond; Sergeants Moore and Whitniss; Corporals West and Ramsdale; privates Ashmead, Campbell, Dunlop, Dalton, Lucky, Repsoll, Gholston, Fiel, and Gregory, of the dragoons, and Booker of the volunteers; farrier Johnson; and Menard of the engineers.

Among the wounded was Lieut. Beale, the navy officer.

None of Pico's men seems to have been killed. Two of his force were taken prisoner. Several, at least, were wounded, but probably not more than ten or fifteen. Two days after the fight Gen. Kearny offered in a chivalrous way to send to Pico's camp Dr. John S. Griffin, surgeon of the American force, to care for Pico's wounded; but this offer, says Smythe in an account of the affair, was declined, the Californian's leader declaring, in a spirit of bravado, that he had no wounded. Incidentally, Dr. Griffin remained for some time in San Diego when Kearny's men at last reached safety, and cared not only for the wounded of the American forces but for people of the town who needed medical assistance.

Lieut. Emory of the engineers wrote thus in his journal concerning the Americans' plight:

"Our provisions were exhausted, our horses dead, our mules on their last legs and our men, now reduced to one-third of their number, were ragged, worn out by fatigue and emaciated."

Kearny at first gave orders that the dead should be packed on mules and carried to San Diego, but it was soon found that there were not enough mules of service to carry both dead and wounded, so the dead—18 at that time—were buried, while "a myriad of coyotes" howled about the little band.

Then the Americans tried to get sadly needed rest, but the night was cold, the ground damp, hard and rocky. "Sleep was impossible," Emory wrote.

Meanwhile Capt. H. S. Turner, who had assumed command because of Gen. Kearny's condition, had sent Lieutenant Godey and two or three men to Commodore Stockton with this letter:

Headquarters, Camp near San Pasqual, December 6, 1846.
Commodore R. F. Stockton, U. S. Navy, San Diego.

Sir: I have the honor to report to you that at early dawn this morning General Kearny, with a detachment of the United States Dragoons and Captain Gillespie's Company of mounted riflemen, had an engagement with a very considerable Mexican force near this camp.

We have about eighteen killed and fourteen or fifteen wounded, several so severely that it may be impracticable to move them for several days. I have to suggest to you the propriety of dispatching, without delay, a considerable force to meet us on the road to San Diego via the Soledad and San Bernardo, or some other means of transporting our wounded to San Diego. We are without provisions, and in our present situation find it impracticable to obtain cattle from the ranches in the vicinity.

General Kearny is among the wounded, but it is hoped not dangerously; Captains Moore and Johnston, First Dragoons, killed; Lieutenant Hammond, First Dragoons, dangerously wounded.

I am, sir, very respectfully.

Your obedient servant,

H. S. TURNER,
Captain, U. S. A., Commanding.

What Godey did and what Commodore Stockton did in reply to the letter will be told later.

Early on the morning of December 7, Kearny, who was not badly wounded, resumed command and started his battered forces toward San Diego, the Californians harassing them at every opportunity. They reached the San Bernardo ranch, however, and there got a few chickens, which were cooked for the wounded. But no grass was found for the horses and mules, so the Americans, seizing some cattle which they found there, went on toward the San Bernardo river bed. The Californians then swept in and captured the cattle which the Americans had just taken. The Californians also threatened Kearny's men to such a degree that Emory says the Americans were "convinced that if we attempted any further progress with the ambulances we must lose our sick and our packs." So camp was made in as good a position as possible, the decision being to await reinforcements from Stockton. It appeared to the Americans that the number of Californians was increasing rapidly. Not knowing, of course, what Godey's fate had been, Kearny decided to try to send another appeal to Stockton. For this hazardous task three volunteers were selected. One was Lieutenant Beale, the navy officer, who, it will be remembered, had been wounded. Another was the redoubtable Kit Carson, made famous later in volumes of facts and fiction. The third was an Indian, Panto, no less brave than the others, even though one name must suffice for him, in this narrative. It was what Senator Benton later described as "a forlorn hope." Yet these Americans—one a navy

officer, living to the highest degree, up to the traditions of his branch of the service, the second a noted scout, and the third a humble Indian, doubtless trained in the arts of warfare of that time—all went at the job like heroes. It was not a great battle, as has been said before, and it was not vastly important in a military way, but this incident of the whole affair raised it above the common-place and left in the swiftly moving scenes of American history a picture of real inspiration. They started with almost no food, though keenly hungry. They had to get through a cordon of well trained, acute foes who seemed to know every dimple of the landscape. Their journey was to be no short one and through cruelly rough and rock territory of which only the Indian knew much. Yet they went, and gladly, and won their way to the end. They were men—Americans all.

Off the three went in the darkness, creeping to the hostile line of sentinels, squirming so close that they could smell the smoke of the cigarettes smoked by the hardy and no less brave Californians. The navy officer, Beale, it is related, at one time thought that secrecy no longer could win and that they must run and try to dash through. So he pressed Kit Carson with his hand and whispered his advice. The noted scout, however, whispered back to be patient, proclaimed his confidence in Providence, which, he said, had served him in tighter places, and convinced his companion that they would get through. And the three separated and went to San Diego by different paths. Pick three different paths "across lots" to San Diego from that spot today, with the advantage of good roads and with friendly lights shining for miles from a hospitable city. Imagine three men beating their way in even with all these advantages and place alongside your mental picture that of these three men. Then you will begin to realize what they did. For the seventy-five years that have gone by have not smoothed out greatly that vast roughness; the great earth gashes are just as deep as those canyons of 1846; the scrubby undergrowth is just as likely to scratch and tear; while roads have been made and bridges built and sign posts put up every few miles or so, the way "across lots" is still hard. And the coyotes still yelp dismally.

The message went through. Godey got through. Beale got through. Carson got through. The Indian Panto got through.

Godey, it seems, gave verbal report, on December 7, having buried his letter from Kearny when capture seemed imminent. Beale was nearly dead when he arrived on December 9, and after telling his story went into a delirium. The Indian Panto had got to San Diego only a short time before Beale. Carson was the last of the three to arrive. From them all, doubtless, the story was gleaned and patched together. And Commodore Stockton did all he could. Let us eliminate details and controversies regarding delay and tempting social affairs which some say caused delay in relief for Kearny. Stockton sent 215 sailors and marines who had been drilling on Presidio Hill. They took one field piece. Lieutenant Andrew F. V. Gray of the Congress was in command. Lieut. Jacob Zeilin was in command of the marines. It will be noticed that in those days as now, the marines were "on the job."

Go back for a moment to Kearny's men. They were eating mule meat, killing their own mules as needed, and glad to eat that meat.

They were besieged, yet by a gallant foe who proposed and effected exchange of prisoners. They captured a fat mule from Pico, shot him, cooked him and ate him. Sergeant Cox, wounded, died and was buried. He had married a pretty girl at Leavenworth, as all the command knew, and they felt the loss not only for themselves but for the girl left behind. There was little to cheer them all. Yet the wounded, on whom Doctor Griffin, the surgeon, worked long and hard, improved rapidly. And General Kearny, doubtless studying the situation every minute, decided on the night of December 10 that he could move his force the next day. Doctor Griffin, in fact, reported that the wounded could stand the attempt. So they lay down for another night. Let Lieutenant Emory's diary tell the next incident:

"We were all reposing quietly, but not sleeping, waiting for the break of day, when we were to go down and give the enemy another defeat. One of the men, in the part of the camp assigned to my defense, reported that he heard a man speaking in English. In a few minutes we heard the tramp of a column, followed by the hail of the sentinel. It was a detachment of 100 tars and eighty marines under Lieutenant Gray, sent to meet us by Commodore Stockton, from whom we learned that Lieutenant Beale, Carson and the Indian had arrived safely in San Diego. The detachment left San Diego on the night of the 9th, cached themselves during the day of the 10th and joined us on the night of that day. These gallant fellows busied themselves till day distributing their provisions and clothes to our naked and hungry people."

The arrival of the relief force, ably directed, ended the "battle". The Californians retreated to the north. Kearny's command and the sailors and marines marched unmolested into San Diego. They arrived on December 12. Picture the welcome for yourself.

This practically ended the Mexican war as far as San Diego was concerned. The official end came about a month later, to be exact, Jan. 13, 1847, when the treaty of peace was signed by John C. Fremont and Andres Pico, four days after the battle of San Gabriel.

There have been many arguments concerning Kearny's judgment. Some historians have been caustic on adverse criticism. Some have been lenient. A fair verdict seems to be this: he did his best, perhaps being obliged to depend on advice which did not turn out to be right.

The brightest spot of it all, at any rate, was the accomplishment of the navy men—especially Lieutenant Beale—of Kit Carson and the Indian Panto.

Doctor Coy's report says that Lieutenant Emory's "exceedingly valuable" map, made later, was remarkably good, although lacking a scale of miles, and that it contained "only one serious defect," failure to place accurately the San Bernardo River. Still, the topography is, as Doctor Coy says, "somewhat deceiving to one who has not had opportunity to examine it carefully," as Doctor Coy did. Doctor Coy concludes thus:

"Based upon the exceedingly valuable map of Emory and the information contained in the numerous other contemporary accounts,

there can be but little doubt that the sites of the three engagements can be located with all the accuracy required in cavalry battles such as these were, and that the land accepted by the State of California as a gift from William G. Henshaw and Col. Ed. Fletcher under the provisions of the statutes of 1919, chapter 272, is the true site of the battle of Dec. 6, 1846."

"Many methods have been suggested as suitable means of marking this battle site. Probably the best is that prepared by Col. Ed. Fletcher, one of the donors of the site, who recommends the construction of a community house built of adobe and tile, with a suitable boulder marked and placed in a good location in front of the building, with a tablet calling attention to the event commemorated. An inscription either upon the boulder or on the walls of the home itself should give the names of those killed and wounded. Action of this character on the part of the state would not only mark the spot but also encourage the local people to care for the surrounding landmarks. Assurance has been given that, should the state see fit to make a small appropriation toward a suitable memorial, the remainder would be raised within the county."

According to records at Fort Rosecrans, sixteen non-commissioned officers and privates who were killed in the battle of San Pasqual were buried in a trench at the military cemetery on Point Loma. The San Diego Union of July 18, 1906, tells of the discovery of the old records and continues:

"It appears that the bodies were temporarily buried on the battlefield and they were afterwards taken up and buried at Old Town, in a plot of ground donated for that purpose by J. A. Sutherland. From there the bodies were taken to Fort Rosecrans military cemetery to the final resting place."

General Kearny was born in Newark, N. J., August 30, 1794. At the outbreak of the War of 1812 he was in Columbia University and left to go into the service. He was promoted for bravery and remained in the army after the war ended. For his services in the Mexican War he received the brevet of major-general December 6, 1846, and was made Governor of California, holding that place until the next June. Then he was sent to Mexico and was made military and civil governor of Vera Cruz. He died at St. Louis, October 31, 1848, of an illness which had begun in Mexico. He published a "Manual of the Exercise and Maneuvers of the U. S. Dragoons" in 1837, and "Laws for the Government of the Territory of New Mexico," in 1846.

Stockton, like Kearny, was from New Jersey. Also, like Kearny, he was a student when the War of 1812 began. Stockton was at Princeton, his birthplace, and entered the service as a midshipman in 1811, while still enrolled at Princeton. The next year he went to the famous old frigate President and made several cruises in that ship. Later he commanded 300 sailors in the defense of Baltimore against the British army, was commended for his work and was promoted to lieutenant in 1814. The next year he sailed with Decatur and took

part in the war on Algerian pirates. It is recorded that he fought several duels on the Mediterranean station with British officers and distinguished himself on one occasion by a bold escape after he had wounded his adversary. Stockton was commander of the gunboat Princeton when one of its large guns burst and killed the Secretary of State, Secretary of the Navy and several others, including President Tyler's father-in-law, in 1844, but a naval court of inquiry promptly exonerated him; and soon after that disaster he sailed in command of the Princeton to bear annexation resolutions to the government of Texas. In October, 1846, he was sent to the Pacific to command the Pacific squadron and relieved Commander Sloat at Monterey. In July, 1846, he assumed command of all American forces on the Pacific coast and, after organizing his forces, sent Fremont in the Cyane to San Diego. Meanwhile he marched with a navy brigade upon Los Angeles, occupying that place, August 13. Trouble with the Indians in the north compelled him to leave, with the result that the Mexicans in the south took Los Angeles and San Diego back. Stockton came south, his forces took San Diego back, and later, having brought all his forces in the south together, Stockton defeated the Mexicans and took all of California. Kearny and Stockton had a dispute as to authority, but Stockton's course was upheld. In 1847 he returned home overland, receiving many honors. For him the town of Stockton in the state was named. Fort Stockton Boulevard in San Diego was also named to mark his stay here. Stockton died at Princeton, N. J., October 7, 1866.

There has been considerable argument over the respective merits of Stockton and Kearny. In this Stockton seems to have decidedly the better of it. An interesting contemporary comment on the question was made by William Heath Davis, who wrote that he regarded Stockton as "the real conqueror of California" and attached high value to Stockton's ability, foresight and judgment. He contrasted these attributes with the qualities shown by Kearny in his fight at San Pasqual and expressed with considerable force his opinion that the "striking contrast," as he put it, was all in favor of Stockton.

CHAPTER VII

PICTURESQUE OLD TOWN

From the present-day aspect of "Old Town," the birthplace of San Diego, it is hard to realize that ever, in this drowsy suburb of the modern city, the gayety and animation, the zest of living and the romance of Spanish California days held sway. Yet the records of many travelers show that San Diego was once among the liveliest of the California towns, a center of amusement and hospitality for all the territory between Los Angeles and Real del Castillo, Baja California.

The history of those early days shows that San Diego occupied a position of considerable political and social importance in California life, and there is ample evidence that Old Town had its share of all that was gay and picturesque in the Spanish regime which forms the most colorful chapter in California's history.

Indeed, there are some San Diegans yet living who recall incidents and customs as picturesque as any chronicled by the California historians of other parts.

It is interesting, therefore, to attempt to reconstruct the Old Town—the San Diego—of the later days of California regime and the early period of American colonization.

San Diego was larger, more important and more lively after the Mexican war than it had been under the Mexican or Californian rule which just preceded. At that time—in the '50s and '60s—the social relations between the enterprising Americans and the best California families were pleasant, while in the homes of many of the Americans the customs of life were much the same as in the homes of the better class of Californian families. The intermingling of the nationalities apparently added much to the gayety of San Diego life—certainly it did not in any way impair its brilliance.

It is of this time—while the old customs of the Spanish regime still held sway, and while the pioneer American families of San Diego were beginning to make themselves felt in the city's life—that this chapter treats.

The Old Town of those days, however unimpressive it may be in comparison with the cities of our time, was a much more attractive place than a casual visitor to the region today might believe it.

The plaza was, of course, a center of the little city's life. In the time of which we write, it was nearly surrounded by stores and residences, only a few of which remain today. It was gradually built up, until in the '60s the mercantile houses nearly covered one block, the block east of the plaza, and made up a good proportion of the building west of the square.

South of the plaza, the Estudillo house stood, occupying the entire frontage of that block, as it does today. The Bandini house stood in its present location, just east of the Estudillo home—known today as "Ramona's Marriage Place." In an enclosure between these two houses a flour mill was started by a man named Hoffman, and there was often a line of wagons and carts from the ranchos standing in this end of the plaza, during harvest time, with grain for milling.

Dona Tomasa Pico Alvarado, a sister of Pio and Andres Pico, had a large adobe house on the corner just north of the Bandini house, and Juan Machado, an influential citizen, lived next to the Alvarado home. There were several store buildings on the same street, fronting on the plaza, while on the eastern half of the block, around the store that Mannasse and Schiller owned, were several more. South of the Estudillo establishment, two wealthy Spanish traders, Jose Antonio Aguirre and Miguel Pedorena, had their stores. "Ramona's Marriage Place," in its present state, is, according to old residents of the town, no more pretentious than were several of the other private residences in the days of Old Town's prosperity.

These homes have disappeared with the march of the years, or are in ruins today. When an adobe house was abandoned, stripped of the tiles which covered its roof and of the lumber used in its construction, its disintegration was a rapid process, and this fact accounts for the lack of tangible evidence of Old Town's palmy days. Some of the "big houses" of the '50s are now nothing but irregular, grass-grown mounds of earth.

The town itself, then, during this middle period, was by no means insignificant. It had a goodly number of the more pretentious residences of the Spanish type, and the Americans, often in partnership with their Californian friends, built several frame buildings of a type which was regarded by San Diegans of that time as more modern and elaborate. A small example of this type of building is the old "Congress Hall," now standing near the northeast corner of the plaza, adjoining the Murtha estate.

The San Diego of those days was bordered on the west by the bed of the San Diego River, which then ran directly into the harbor, and the river willows and sycamores which grew in the "wash" formed a boundary for the little farms which were cultivated along the outskirts of the town.

It must be remembered, too, that the social and business life of old San Diego was not dependent solely upon the people who lived within the settlement itself. Tributary to it also were at least a score of great ranchos and many small ones, scattered about within a radius of seventy or a hundred miles—from San Juan Capistrano to Cuyamaca, Tecate and San Rosario. Most of the owners of the great ranchos lived in San Diego, and probably all of them had relatives in the town and transacted all their business there. Any big event in San Diego brought these proprietors, their families and many of their employes riding into the town, although in some cases the trip from rancho to the town required several days of traveling.

With this in mind, it is easy to believe the accounts of the great fiestas in old San Diego, some of which have assumed almost the status of legends among the old inhabitants of the present-day town.

The architecture of the typical California "big house" has been too often described to need detailed treatment here. The restored Estudillo house is doubtless a good reproduction of the old mansion house, except that it is considerably idealized. The patio or courtyard of the house in the days of its usage was not a bower of flowers. In the court were the outdoor ovens, used by the Indian cook some 360 days of the year. At the rear of the court were stable buildings, perhaps, and corrals, and it is not reasonable to suppose that the Spanish residents of those days were any more exacting, aesthetically, than are their descendants of today. There was always, of course, a garden spot in the residences of the higher class, where the women might sit in the sun with their friends and enjoy the air.

There were many homes humbler than that represented by the Estudillo place which, nevertheless, were entirely respectable and maintained social recognition for their residents. Several examples of these smaller houses remain today.

A fairly complete floor plan of such a dwelling may be traced in the ruins of the adobe house that once was the residence of Dona Juanita Machado de Wrightington. The ruins stand just across the boulevard from the northwest corner of the plaza, only the walls of the two front rooms remaining.

To the left of the entrance is a small living room, where the chimney of the crude fireplace may still be seen. The street door gives entrance directly to a larger room, which was used as a dining room and which also had a fireplace. Directly opposite the front door of the little house was a door into the court at the back, which was formed by the angle of the front part of the house with a wing which extended back from the north side of the house. In this wing were two bedrooms and a kitchen. The kitchen opened directly into the court, where outdoor ovens were probably used; and to pass from the kitchen to the dining room it was necessary to cross an angle of the open court.

This house is supposed to have been built by Domasio Alipas in about 1830-35. Dona Wrightington, who lived there during the most populous period of the town, was the daughter of Juan Machado, and as he seems to have been a man of considerable prominence, the fact of her residence there shows that the house was at least an average middle-class dwelling.

During the '50s and '60s there were several hotel buildings situated near the plaza. The Bandini house, in its present state, gives a general idea of the architecture of these buildings, as it was remodeled into a hotel by A. L. Seeley who owned the stage line from the north. The broad porch along two sides of the building was a typical feature.

The Gila house was one of the most famous of these hotels, and was for several years a center of the social gayeties that marked the American-Californian period. It was built by Juan Bandini, and, unlike the Bandini house, was entirely a frame structure. Old-timers remember it as a large frame building, oblong in shape, and about 200 feet long by fifty feet wide. The verandas extended the entire length of the building on two sides, and across the front. It was a two-story building, and each floor had a veranda entirely around three sides of it.

The kitchens were in an adobe house a little to the left of the main building, and during meal hours the waiters jogged leisurely back and forth between the two buildings. Lumber for the house was brought "round the Horn," in about 1850. After the fire which swept the plaza buildings in 1872, the Gila house was wrecked for the lumber in it, which is said to have been of a very high class.

It was in this curiously composite town—a town built up partly of adobe residences of the old style, and partly of brick and frame buildings of the fashion that was then new—that the scene of one of San Diego's most interesting periods was laid.

The town, in spite of the flag which flew above its plaza, was still Spanish. The old Spanish families of importance—the Bandinis, Estudillos, Picos, Arguellos and many more—still made up the most respected and influential, and the wealthiest, portion of the population. On the other hand, mingling with them on equal terms, intermarrying with them, and at least equally important with them in the business life of San Diego, were the American pioneers who were laying the foundation for the American city of today.

The social life and customs of San Diego in this interesting period were thoroughly Spanish. The Americans entered into this life and lived according to these Spanish customs. It was in the business sphere that the Americans first began to make Old Town American. Even politics was still dominated by the old Spanish forms, and, it may be said, by the old Spanish spirit of "manana."

In the homes of the Spanish inhabitants, particularly those of the better class, the day was planned, meals served, and recreation and work carried on just as it had been fifty years before. The elders of the family ruled—ruled through strict laws of courtesy, it is true, but ruled the family nevertheless strictly.

Social intercourse began with the hour of rising, early in the morning. Guests were as common at breakfast as at the other meals of the day, except in those families where the business duties of the head of the house called for his early departure. In such cases, visitors made their social calls at the family place of business, dropping in for a cup of coffee and a chat with the proprietor—if they so desired—in the early morning.

The first meal of the day varied, in the different households. In some, the first meal was in the nature of the French "petit dejeuner"—a cup of coffee and a tortilla, or a spiced cake. In other homes, a regular meal was served, with a dish, or several of them, of highly seasoned meat, as the principal course.

A favorite dish was the "gisado de carne seca"—a meat gravy made by braising dried meat into shreds and cooking it in a rich gravy with tomatoes, onions and green chili. This gravy was known to the Americans as "chili gravy," from its principal seasoning, and formed a staple breakfast dish and a "base," so to speak, for many other preparations.

Tamales were also a staple form, and for breakfast they were often made of green corn, thoroughly macerated and cooked without meat. These were "sweet tamales." Children usually had boiled corn meal or fresh corn, mashed and boiled and served with sugar and milk.

"Enchilladas" for breakfast use were made by piling up a stack of tortillas, each covered with a layer of grated cheese and finely sliced onion tops, and covering the entire pile with hot chili gravy. Each tortilla was served separately, with generous "helping" of the gravy.

Coffee was the usual beverage, but chocolate or milk was sometimes used. There was no bread used at breakfast in the Spanish families, even in the "middle period" of which this chapter treats. The tortilla, a thin, unraised griddle cake, cooked usually to a crisp, took the place of bread.

Fruit and preserves were often served at breakfast, as were also still other preparations of meat, or even fish and game.

At noon, another heavy meal was served. Again tamales might be put upon the table, this time made of meal with chili pepper, meat—either beef or chicken—chopped onions, and perhaps two or three water-cured olives added. The form of the tamale is familiar to most San Diegans and visitors in Southern California. The filling or body of the tamale consists of the corn meal or meat, and is wrapped about with corn husks tied at the ends, and the whole thing is cooked together by boiling.

Beans, fried in chili gravy with ham or pork, formed a favorite dish, and they also figured prominently in many other meat preparations. Game was abundant around San Diego at that time, and rabbits and quail were often served at noon or at night. Baked or roast fish was also used. Several kinds of meat were usually served at each meal.

Salads were sometimes served, but were usually made with a good deal of meat, rather than simply of vegetables. A sort of salad was made by pouring cold chili gravy over water-cured ripe olives, and adding a sauce of which the principal ingredients were chopped onions and vinegar.

Soups were used, and were often made of the various seafoods which the Indians and poorer Mexicans peddled from door to door.

Meat pies were common, the filling being always highly seasoned with pepper, chili, onions, garlic and sometimes with chopped olives. As American cooking became known, pumpkin, apple and raisin pies were sometimes served in the California households. Meat balls—"albondigas"—made of finely chopped meat with corn meal and chili, were also popular. The albondigas were boiled in soup, the meal thickening the soup, and the soup serving to add flavor to the meat.

The evening meal did not differ greatly from the dinner at noon. Desserts—corn meal puddings, tortillas fried crisp and covered with syrup or a sweet sauce, and various fruits or melons—were served at these meals. Several kinds of cakes and pastries were also used as desserts.

Wine was used very sparingly at meals, or, indeed, at any other time in the best families. The usual beverages were coffee or chocolate.

Fish sauces were sometimes made with wine, and brandy was used in making certain sauces for puddings. Sometimes rare wines were served with seafood dishes, particularly with roast mussels.

Wine was, of course, served with the meals at big dinners and during fiestas.

At ceremonial dinners, the menu was varied by the introduction of delicacies of various kinds, preserves, jellies, candies—many of them imported—and venison, roast pig or barbecued meat was often served—always, of course, with the rather heavy seasoning which characterized the Spanish cuisine. A favorite barbecue consisted of the heads of young beeves, cooked over night in closed pits lined with hot stones. When the beeves' heads were taken from the pits, they were so well done that the meat fell from the bone, and this meat was served with chili gravy and garnishes.

While breakfast was being prepared in the morning, the life of the little town began. Serving women and cooks passed from one courtyard to another. In the courtyards of the big houses, horses were groomed for the day's journeyings. Vendors of water—two men carrying a twenty-gallon can of water on a pole between them—visited the homes where no private well was available, asking a price of twenty-five cents for their load.

Even among the wealthy families, it was not uncommon to exchange "breakfast visits." A family setting out on a trip to one of the outlying ranchos would sometimes drive only a short distance up the street to the home of another family, get out, pay their respects to their friends, and incidentally accept a wholesale invitation to partake of breakfast before leaving on their journey.

This animation continued until after the noon meal, when the Californians, even in the days of American ascendancy, enjoyed the "siesta" typical of Spanish life. The hours before the evening meal were the family hours, when the women plied their needles, gave the children the instruction which constituted an education in those days, or otherwise occupied themselves about the house. The dinner at night was the occasion of more social visits between neighbors. Some families, after a luncheon in the afternoon, did not serve dinner until eight o'clock or so, in the evening, making that meal the social event of the day.

When a dance was planned, preparations for the feast to precede it began early in the day—perhaps, in the case of big gatherings, several days ahead of the date set—and the house and grounds where the event was to be held was a gathering place for the poorer people of the town and for the children. When such an event was to be held, according to one old resident of the town, the Spanish families did not feel visits from friends an intrusion, and neighbors of the host of the evening would come in great state to inspect preparations for the "baile."

The ranchos about San Diego, as has already been stated, added a great deal to the animation of the little town. Picturesque cavalcades of rancheros enlivened the streets when the ranchmen came to the town to buy supplies or to amuse themselves. When the owner of a rancho came to Old San Diego, attended, perhaps, by two or three of his horsemen, he rode up to the home of one of his friends, he and his companions dismounted and gave their horses to an attendant, and the rancho was formally met at the doorway by the

head of the family to which he wished to pay his respects. Perhaps the visitor would remain only for a few words of formal greeting and the exchange of interesting news. Perhaps he might accept the invariable invitation to remain for a meal with the family, before passing on to visit the next family of his acquaintance.

A visit to the rancho by the family of a ranch owner living in San Diego was an event of considerable importance. As late as 1855, the ox-cart—"carreta"—was the common mode of conveyance for women and children making a journey, and the progress through the town of two or three of these carretas, lined with soft blankets and covered with bright cloths to shield its occupants from the sun, brought crowds of spectators, large and small, from every home.

Angelo Smith, son of the A. B. Smith whose flag-raising exploit for Commodore Stockton and whose services as a guide for the American troops in the Mexican War period have already been mentioned, is one of the old residents of Old Town at the present time whose recollections of these early times are remarkably clear and enlightening. Mr. Smith, now seventy years old, was born in old San Diego.

"They would stop sometimes twenty times before they got out of the town," said Mr. Smith, describing the progress of one of these miniature caravans, "and at each place where they stopped the people would invite them in. Sometimes the travelers did not go in, of course, and then the neighbors would visit with them for a time, wish them all manner of good wishes, salute them very courteously and wave farewells to them.

"Sometimes it was several days' journey, by the carretas, to an outlying ranch, but the travelers always went slowly and easily, stopping when they chose. One man walked ahead of each team of oxen, and one man walked behind the team, to prod them on with long goads. The party would often stop over night or for meals or the siesta, with the family of some rancho on the road. Sometimes the travelers had an extra carreta filled with bedding, cooking materials and other camping necessities, and then they would camp wherever they pleased, on their way to the rancho."

In the early days of the industry in tallow and hides, when the American commercial firms, notably that of Mannasse & Schiller, marketed the products of the ranchos for the less business-like Californian rancheros, the semi-annual collection days of the store keepers added another picturesque feature to San Diego life.

Mannasse & Schiller practiced a liberal policy of credit toward the rancheros, selling large bills of goods and allowing payment to be made in cattle, twice a year.

The collectors of those days were different in type from the tactful talkers who collect bills today. They were vaqueros, riding about in charge of a foreman from the San Diego store to each of the ranchos which had been charged with bills of goods. At each rancho the foreman would present the store's bill, bargain with the rancho on the number of cattle to be sent in, and the vaqueros would "cut out" the required number of cattle and drive them away. When a

large enough herd had been taken in this way, it was put in charge of two of the riders and sent in to San Diego.

Sometimes the semi-annual collection for Mannasse & Schiller alone would require two or three weeks, and the droves of cattle would be herded each day into the corrals especially built by the merchants just east of their store. The advent of the wild cattle from the ranchos, with the horsemanship and striking garb of the vaqueros, made these events and other similar ones interesting to all the people of the little town.

Although at the time—the middle period of San Diego's history—the colorful costume of the Spanish period was being somewhat sobered by contact with the less picturesque American garb, the ranchmen, their vaqueros and the prominent Spanish people of San Diego still dressed in the Spanish fashion, and this fashion was the ceremonial dress of the Californians at any considerable social event, and was worn, with modifications, by some of the Americans.

William Heath Davis, in his invaluable work, "Sixty Years in California," describes in detail the dress of one of the Californian rancheros:

"When the rancheros thus rode about, during the leisure season, which was between the marking time and the matanza or killing time, and from the end of the matanza to the spring time again, the more wealthy of them were generally dressed in a good deal of style, with short breeches extending to the knee, ornamented with gold or silver lace at the bottom, with botas (leggings) below, made of fine soft deer skin, well tanned and finished, richly colored, and stamped with beautiful devices (these articles having been imported from Mexico, where they were manufactured), and tied at the knee with a silk cord, two or three times wound around the leg, with heavy gold or silver tassels hanging below the knee. They wore long vests, with filagree buttons of gold or silver, while those of more ordinary means had them of brass. They wore no long coats, but a kind of jacket of good length, most generally of dark blue cloth, also adorned with filagree buttons. Over that was the long serape or poncho, made in Mexico and imported from there, costing from \$20 to \$100, according to the quality of the cloth and the richness of the ornamentation. The serape and the poncho were made in the same way as to size and cut of the garments, but the former was of coarser texture than the latter, and of a variety of colors and patterns, while the poncho was of dark blue or black cloth, of finer quality, generally broad-cloth. The serape was always plain, while the poncho was heavily trimmed with gold or silver fringe around the edges, and a little below the collars around the shoulders. They wore hats imported from Mexico and Peru, generally stiff, the finer quality of softer material—becuna, a kind of heavy beaver skin obtained in those countries. Their saddles were silver-mounted, embroidered with silver or gold, the bridle heavily mounted with silver, and the reins made of the most select hair of the horse's mane, and at a distance of every foot or so there was a link of silver connecting the different parts together. The tree of the saddle was similar to that now in use by the Spaniards, and covered with the mochila, which was of

leather. It extended beyond the saddle to the shoulders of the horse in front and back to the flank, and downwards on either side, half way between the rider's knee and foot. This was plainly made, sometimes stamped with ornamental figures on the side and sometimes without stamping. Over this was the coraza, a leather covering of finer texture, a little larger and extending beyond the mochila all around, so as to completely cover it. It was elaborately stamped with handsome ornamental devices. Behind the saddle, and attached thereto, was the anquera, of leather, of half-moon shape, covering the top of the hindquarters of the horse, but not reaching to the tail; which was also elaborately stamped with figures and lined with sheep skin, the wool side next to the horse. This was an ornament, and also a convenience in case the rider chose to take a person behind him on the horse. Frequently some gallant young man would take a lady on the horse with him, putting her in the saddle in front and himself riding on the anquera behind. The stirrups were cut out of a solid block of wood, about two and a half inches in thickness. They were very large and heavy. The straps were passed through two holes near the top to attach it to the stirrup; so that when the foot was placed in the stirrup the tapadera was in front, concealed it, and protected the foot of the rider from the brush and brambles in going through the woods.

"This was the saddle for everyday use of the rancheros and vaqueros, that of the former being somewhat nicer and better finished. The reins for everyday use were made of deer or calfskin or other soft leather, cut in thin strips and nicely braided and twisted together, and at the end of the reins was attached an extra piece of the same with a ring, which was used as a whip. Their spurs were inlaid with gold or silver, and the straps of the spurs worked with silver and gold thread.

"When thus mounted and fully equipped, these men presented a magnificent appearance, especially on the feast days of the saints, which were celebrated at the Missions. Then they were arrayed in their finest and most costly habiliments and their horses in their gayest and most expensive trappings. They were usually large, well developed men, and presented an imposing aspect. The outfit of a rancho and his horse, thus equipped, I have known to cost several thousand dollars."

This was the costume which, although less common than formerly on the streets of Old San Diego, added brilliance to the fiesta days and color to the spectacles of bull fight and baile. Angelo Smith, to whom reference has already been made, described this typical Californian costume recently in detail, adding that it was a common type of clothing in his boyhood days.

The dress of the women were often extremely handsome, the brilliant colors in which they delighted being tempered by the richness of the materials available to the wealthy families.

In the early days of the American occupation, the houses of Jose Antonio Aguirre and Miguel Pedrorena still imported rich silks and other fabrics from the Philippines which were very popular with women of the richer class. It is related that the two merchants

brought back their silks in camphor trunks, selling the trunks, with contents, for \$250 apiece.

Much has been written about the beauty and attractiveness of the women of old California—qualities which seem to have been striking to most of the pioneer Americans who have left records of their impressions of the people of that time. A few paragraphs of Mr. Davis' account may be of interest:

"During my long and intimate acquaintance with Californians, I have found the women as a class much brighter, quicker in their perception, and generally smarter than the men. Their husbands often times looked to them for advice and directions in their general business affairs. The people had but limited opportunities for education. As a rule they were not much educated; but they had abundant instinct and native talent, and the women were full of natural dignity and self-possession; they talked well and intelligently, and appeared to much better advantage than might have been supposed from their meagre educational facilities. The families of the wealthier classes had more or less education; their contact with the foreign population was an advantage to them in this respect.

"The women were exceedingly clean and neat in their houses and persons and in all their domestic arrangements. One of their peculiarities was the excellence and neatness of their beds and bedding, which were often elegant in appearance, highly and tastefully ornamented, the coverlids and pillow cases being sometimes of satin and trimmed with beautiful and costly lace. The women were plainly and becomingly attired, were not such devotees of fashion as at the present day, and did not indulge in jewelry to excess.

"The Mexican as well as the California ladies were noted for their small feet and hands, which is a characteristic of the Spanish race. The Mexican ladies when smoking were in the habit of holding the cigarito between the thumb and finger; the rich using a gold or silver holder, to prevent staining the fingers with the tobacco, and the poorer classes a holder made of gamuza, or fine deer skin—with two little pockets, into which they slipped the thumb and finger. Holding up the cigarito, as they placed it in the mouth or removed it, they displayed their little hands to advantage, the fingers extended with an air of coquetry, all very graceful and becoming, and quite captivating to the observer.

"I was astonished at the endurance of the California women in holding out, night after night, in dancing, of which they never seemed to weary, but kept on with an appearance of freshness and elasticity that was as charming as surprising. Their actions, movements and bearing were as full of life and animation after several nights of dancing as at the beginning, while the men, on the other hand, became wearied, showing that their powers of endurance were not equal to those of the ladies. I have frequently heard the latter ridiculing the gentlemen for not holding out unfatigued to the end of a festival of this kind.

"Notions of propriety and morality were so strict among the people that young people engaged to be married were permitted little association by themselves. They were scarcely allowed to see each other or

to converse together, except in the presence of their parents. This was my own experience in an engagement of over two years. The courtship was usually arranged by the mother of the young lady, or sometimes a favorite aunt was sought and first consulted by the young gentleman who desired the daughter or niece in marriage. If the suitor was considered a worthy person by the father, the young lady was communicated with, after which a request in writing came from the young man to the father. If the application was deemed satisfactory he sent a written reply. Time, however, was taken for consideration, and no haste displayed. It would be an excellent thing if, in this respect, the old Spanish custom, having so much of simplicity and purity, prevailed today. Although the young ladies were not so highly educated as at the present time, yet on going into a family one could see at a glance that artlessness, affection and modesty were the characteristics of the feminine portion thereof, and these merits in my estimation transcend all others."

Of amusements there were many. As a frontier post and the center of a large area of "new" territory, old San Diego provided entertainment for hundreds who did not live within the borders of the town. Old San Diego brought guests and performers to it on the occasion of each of the numerous feast days or fiesta seasons, while for the more private festivities provided by one of the prominent families, it was not uncommon for guests to come a hundred miles to take part.

The ordinary amusement resorts of a frontier town were, of course, not lacking in early San Diego. Although the Californians are described by Davis, Alfred Robinson and others of the early settlers among them as a very temperate people, there were several saloons, in the '50s and '60s which did a good business. Congress Hall was one of them. The building still stands, just north of the northeast corner of the plaza, and is now used as a residence.

The "Jolly House," which was later used as a chapel and is now used as a kindergarten, was one of the most famous. It is still standing near the new schoolhouse. It is an adobe building, but is somewhat changed in form from its early plan and has been entirely enclosed in a wooden sheath. It is now pointed out as a former church, and at its west end is the frame on which the last of the famous mission bells once hung.

Connected with the "Jolly House," as with several other of the early places of amusement, was a ten-pin alley. It was housed in adobe structure which has been totally destroyed, and provided a sport which seems to have been popular with both Californian and American residents.

Horse-racing was very popular, and was indulged in during all holiday seasons. There was a half mile course laid out along the road which is now a paved highway, and some of the present citizens of Old Town recall the exciting races which once were held there. The horses used were usually brought in from the ranchos—sometimes ridden by the ranch owner himself—and were the cause of warm rivalry between relatives of the rancheros represented and the employes of the rival establishments.

A good deal of money was wagered on these contests. An acquaintance of Pio Pico, at one time governor of the state and finally a political exile in Mexico, described in later years how she once saw him riding a horse to the races, carrying with him two panniers slung on either side of his animal. The panniers were loaded with silver, according to the account, which is reproduced in Smythe's history, which Don Pico was taking to bet on his horse. The Californians were fond of gambling in any form.

Cockfighting was also popular, as it is with the Mexicans of today, and provided still more opportunities for wagering. Bull-baiting with dogs was sometimes on the fiesta program, and in the earlier days bull-and-bear fights were staged in the plaza.

The bull fights in the old San Diego plaza were usually, it appears, exhibition events rather than actual battles between the bull and a staff of toreadoros, as in Spain or Old Mexico. Often the horsemen of the ranchos would enter the bull ring to show their skill in riding around an infuriated animal.

Again Angelo Smith's recollections are of value, for he remembers distinctly one event of this character at which the hero was Jose Antonio Serrano. Serrano's son, Luis, born in 1846, is still living in Old Town. Jose Antonio was a veteran of the battle of San Pasqual, and famous as a horseman.

"In this fiesta," says Smith, "Jose Antonio Serrano came to the plaza with his very best horse, a splendid animal. The horse's saddle was inlaid with silver—it was of the very best—and there were bright colored ribbons tied to it and to the horse's mane and tail. A bull was brought into the plaza, and other riders tormented it with bright serapes until it was very angry, then rode away from it. When the bull charged, they would gallop away, then wheel suddenly. Everybody clapped and threw money into the ring. Then Don Jose Antonio rode in—rode up close to the bull. When it shook its head and charged, Serrano would make his horse stand up on its hind legs and turn suddenly out of the way. Sometimes he would make his horse sidestep quickly, so as to avoid the bull.

"Once the bull came so close that its horns ripped off a piece of ribbon. Then the crowd cheered, and began to throw more money into the ring. Don Jose Antonio rode around the bull for a little more, and then they drove the bull out of the ring into a corral. Don Jose Antonio's men picked up the money from the ground, and people threw still more. Most of the coins were silver dollars."

On the occasion of a bullfight in the plaza, barriers were thrown up around its borders, and special benches were built in convenient places. The verandas of the houses about the plaza were reserved for the wealthy spectators. Old prints of the Estudillo house—"Ramona's Marriage Place"—show a cupola just above the main entrance. On either side of that cupola a platform was built for spectators, on fiesta days. It was no doubt a gay and colorful sight when the crowds gathered for an exhibition in the plaza.

More popular, however, than bull fighting, or any other spectacle of skill or courage, was the pastime of dancing. The Spanish people

were noted, of course, for their graceful dancing of the old folk-dances and for their love of music, and both were made apparent on every possible occasion. A marriage, a christening—even, in the early days, a death—was made the excuse for a "baile" at the home of the family involved, and the American San Diegans readily fell in with this custom.

There is not space to describe the dances of old Spain, which were at first the only dances of the Old Town fiestas. There were many quaint customs of the baile, too, which gradually fell into disuse except in family dances of the Spanish residents, but for many years after the American conquest the dance continued to be the feature of each holiday or occasion of rejoicing. To these dances came not only the invited guests, American and Californian—to the big events came guests from ranchos scores of miles away—but each ball was the occasion of a general assemblage of the population of the village, old and young, rich and poor. There were amusements for all, and those who could not dance in the ballroom or the pavilion erected for the occasion, danced on the hard earth of the courtyard, or in the street.

Sometimes a great ball would last for several days. This was the case in the celebrations of the numerous religious holidays observed by the Californians, and the evidence shows that the Americans entered into the spirit of these occasions. Smythe reproduces two articles in the old Herald, each reporting that the town of San Diego was deserted for a week, the citizens being absent at a fiesta in San Luis Rey. On the second occasion mentioned August 28, 1858, the Herald reports that 3,000 persons attended the fiesta.

A solid week of dancing at the old Gila house featured a fiesta held there to celebrate the marriage of Capt. George Johnson and Estefena Alvarado there, in 1868. Angelo Smith, then a lad of eighteen years, was a witness of the week's festivities. Guests, according to Mr. Smith, came and went with absolute freedom. Each guest had carte blanche at the Gila house during the week of celebration, took meals there, slept there—in the case of those who had come from a distance—and took part in the dances every evening.

It is related that Captain Johnson, who was a wealthy shipping man of the early days, brought a ship loaded with eatables and decorations to San Diego, in order to provide abundant supplies for the week of celebration. On the ship, also, according to Angelo Smith, was a staff of colored servants who waited on table at the Gila house during the affair. Smith recalls watching the "dark-colored men" hurrying back and forth between the dining rooms and the kitchens, which, as has been stated, were a little to the west of the main structure.

Guests at a baile in one of the "big houses" would often assemble at their host's home for dinner at noon, dance a little and visit for an hour or so after the meal, adjourn to their own homes for a siesta, and then return in the evening for another meal and a dance lasting well into the morning hours.

The "all-night dance" was a social institution at Old Town long after the American occupation had become history, and was the finale of every occasion of rejoicing. Smythe thus describes the picnics of the early days:

"The married ladies rode on their own saddles, while the young women were carried on horseback by the young men. This service was considered a post of honor, and discharged in the most polite and gallant manner possible. A bride was often carried to church in this manner. Sometimes the picnickers would ride in wagons drawn by oxen, and, if one of their number could play, there would be both instrumental and vocal music, going and coming. At the picnic grounds, mats were spread and a feast held, after which games were played. In the evening, after the return, the day would be finished with the inevitable dancing."

Music was an accomplishment for which the Californians seemed to have a natural bent. The instruments used were principally the guitar, the flute and the French accordeon. The first piano in San Diego is said to have been that brought by Cave J. Coutts to the old Guajome ranch in 1851, as a present to his bride.

There is no record of any music teacher, in the modern sense, in old San Diego. Music was learned entirely by ear, and the old Spanish serenades were the popular songs of the early time. An interesting work in the preservation of these plaintive songs has been done by Charles F. Lummis, and as a result of his efforts several hundred phonograph records are now preserved in museums—each record having been made by a Spanish or Mexican singer to whom the old songs had been handed down by the generations that are now gone.

Two of the sons of Sgt. Richard Kerren, a member of the first American garrison quartered at the Mission San Diego de Alcala, were famous musicians of San Diego in the '60s, and they were widely sought after. With a harpist from Los Angeles, the Kerren boys "played the dances" through a territory including Los Angeles, Yuma and ranchos south of Ensenada in Lower California.

Occasionally there were amusements of various kinds from the outside world. Thus, the late Mrs. E. W. Morse recorded the visit of a Spanish circus in San Diego in 1865. Her description, reproduced by Smythe, follows:

"A Spanish circus visited San Diego soon after my arrival. It exhibited in the evening in a corral with high adobe walls, the company having no tents. The place was lighted by strips of cloth laid in cans of lard and then set on fire. The primitive lanterns were set on high posts, and at best furnished a poor light. The spectators included nearly all of the population of the town who could pay the admittance fee of fifty cents. I think the Indians were admitted at half price. The Americans and Spanish occupied one side of the corral, and the Indians squatted on the ground on the other. The performances on the trapeze and tight rope looked especially wierd and fantastic in the smoky light of those primitive lanterns."

Other amusements of course there were, and as the town lost its Spanish character these amusements became more and more those of an ordinary American frontier town. But by the time San Diego was distinctly American in character, Old Town was no longer San Diego,

but lay drowsing in the silence which is broken today only by the passing of trains along the Santa Fe tracks and the constant stream of traffic on the boulevard which passes through the suburb.

Many of the buildings of old San Diego still remain—the Estudillo house, the Bandini house, with the additions which Seeley made when he used it as the hotel terminal of his stage line, the old Congress Hall, the converted “Jolly House,” and many others. The remains of pretentious adobe residences can be traced on many blocks which are now vacant and grass-grown.

CHAPTER VIII

UNDER THE AMERICAN FLAG

The battle of San Gabriel on Jan. 9, 1847, ended the Mexican war in California, and from that date San Diego has been an American settlement. It is fitting therefore that at this point there should be given an account of the celebration which was held on the plaza at Old Town on July 29, 1906, to mark the sixtieth anniversary of the day when Fremont hoisted the nation's flag on the staff at Old Town.

Some 4,000 persons gathered at the Old Town plaza to participate in and view the ceremony. One who took part in the exercise was Miss Fremont, daughter of the pathfinder. The address of the day was made by William E. Smythe, part of whose remarks is given herewith:

"One of the first and most difficult problems forced upon the people of San Diego by the declaration of war in 1846 was the question of which flag should be chosen by the native born Americans who had been so fortunate as to marry daughters of Spain. It is a hard thing to ask a man to choose between his country and his wife. But in this case the choice was made easy by the action of the women themselves. In every instance those Spanish women had their husbands follow the Stars and Stripes, and in every instance the women followed their husbands. Blood is thicker than water, as is the love which those Americans bore their native land and which those women bore their husbands.

"But it was not only the Spanish wives of the native Americans who espoused the cause of the United States—the same was true of some of the most conspicuous who were Spanish through and through. High on the role of American patriots of 1846 are the names of Arguello, of Pedrorena, and of that tireless and invaluable friend of our country's cause, Juan Bandini. It was Bandini's best saddle horse that carried General Fremont from San Diego to Los Angeles, and it was the ever memorable daughters of Bandini—Josefa, Ysabel and Arcadia—whose willing hands made one of the first American flags ever unfurled in San Diego. The demand for the flag at the outbreak of the war exceeded the supply, and the Bandini girls made one of red and blue flannel and white muslin sheet. There is a tradition in Old Town that it was this flag that was officially raised here fifty years ago today, but Sherman tells us that this could not have been so, because a thorough search of the archives of Washington shows us that it was a national flag that was used on this famous occasion. However, there is no doubt that the national colors, fashioned by the patriotic young girls of the Bandini family

was one of the first, if not the very first, of American flags raised in San Diego.

"All honor to those of Spanish name and blood who took sides with the United States in the troublous days of '46! Their traditions and, in many cases, their own memories, went back to days when this land belonged to Spain, and their sympathies were with the mother in Europe, rather than with the robust daughter, Mexico, whose unwilling subjects they had become. As between Spain and Mexico, or as between Spain and the United States, they were irresistibly borne, alike by inclination and by interest, to the side of that mighty power whose dominion over the Pacific Coast they clearly saw to be inevitable. If Mexico had won, men like Arguello, Pedronena and Bandini would have been prosecuted as traitors; as the event transpired, it is our privilege to crown them with the deathless laurel of patriotism. Presented with a difficult choice, they fought for the country which they craved an opportunity to love and serve—the country they believed best fitted to rule the destinies of California.

"On the forenoon of July 29, 1846, the American sloop-of-war, Cyane, stood in for the harbor of San Diego. At 11:30 a. m. she dropped anchor and prepared to take formal possession of the town in the name of the United States. The sloop-of-war was in the command of Capt. Samuel F. Dupont and brought eighty men belonging to the California battalion, eighty marines, four Delaware Indians and Kit Carson. The soldiers were in command of Major John C. Fremont, then in the midst of his dramatic career, and on his way to high military and political honors.

"At 4:40 p. m. a party was sent ashore under Lieutenant Rowan, accompanied by a marine guard under Lieutenant Maddox, to take possession of the town and hoist the American flag. The records show that twenty minutes later Major Fremont left the ship with a detachment of his men, and he tells us in his own memoirs that no opposition was encountered. Thus, at the very spot where we are now assembled, and almost at the hour, sixty years ago today, the starry flag was given to the breeze and San Diego became a part of the United States. J. C. Fremont was in command of the land forces, though he came upon orders of a superior, who, as it happened, was much more closely identified with subsequent events in San Diego during the war. This superior officer was Commodore Robert F. Stockton, who was in supreme command, and who played a noble part in the conquest of California."

The raising of the flag was by Major Woodworth, U. S. A., assisted by Mayor John L. Schon.

Following the raising of the flag was the unveiling of the monument—a granite boulder, surrounded with galvanized iron chains, attached to granite posts, and bearing this inscription on a copper plate:

ON THIS SPOT
The United States Flag
Was First Raised
In Southern California
By Col. John C. Fremont
July 29, 1846.

The stone had been covered with an old flag. Advancing to the monument under escort of Mayor Schon and U. S. Grant, Jr., and surrounded by Major Sherman, Colonel Blackmer, Col. Joseph Dexter and others who were to take part in that feature of the program, Miss Fremont removed the flag from the stone.

After peace with Mexico was declared San Diego was guarded by American forces for more than a year and a half, but the troops had practically no trouble with Mexicans or Indians. The first troops here were the Mormon battalion, under Capt. Jesse D. Hunter, which on its way into San Diego camped for a time at the old Mission, then sadly dilapidated. They arrived here when the winter rains made fuel necessary and this was obtained with some difficulty. Captain Hunter's wife accompanied the expedition, and gave to him while here a son said to be the first child of American parents born in San Diego. He was named Diego Hunter and lived here for several years, dying in recent years at San Luis Rey, in this county. The Mormon troops were followed by Company I of the Stephenson regiment of New York. It was mustered out Sept. 25, 1848. Troops were quartered at the old Mission for several years after that.

In 1849 California's constitutional convention was held at Monterey, and the preliminary steps were taken by which the Golden State was soon added to the Union. The next spring the Legislature created the county of San Diego and included in its broad expanse what later became Imperial County, thereby making the eastern boundary of San Diego County run to the Arizona line. Yet this vast domain, according to the first Federal census taken in San Diego, contained only 798 residents and of these 650 lived in the little town.

It was at this period that the first attempt was made to establish a town on the site of the present city. This attempt naturally was opposed by many residents of Old Town and also drew opposition from La Playa, across the bay on the Point Loma shore. La Playa's claim to attention was based largely on the fact that, unlike Old Town, it was near deep water, but so was the new site, and for a time it appeared that the effort to build a city on that new site would be successful. Support to the venture was given by the Government authorities who established here a base of military supplies not only for what troops were left at or near San Diego but also for Fort Tejon, Fort Yuma and other points. Fort Yuma for a time was supplied by small steamers which ran from San Francisco down the coast and up around into the Gulf of California. In 1851, however, pack trains began to take supplies to Yuma from San Diego, William H. Hilton having the contract for that work, dangerous because of the hard trip across the desert section of Imperial Valley.

The site for the new city was selected by Andrew B. Gray, who came here in 1849 as surveyor for the boundary commission appointed to fix the line between the United States and Mexico. Gray quickly saw the natural advantages of the site, its nearness to deep water and its climatic charm. The officers of the survey party had established a camp near the site of the Government barracks on what is now Market Street, near the Coronado ferry entrance, and the merits of the plan were soon firmly established in Gray's mind. So, early in 1850, Gray told William Heath Davis about it, and Davis

agreed to go in with him. The two took in Jose Antonio Aguirre, Miguel de Pedorena, two prominent Spanish residents, and William C. Ferrell, who became San Diego's first district attorney. While they were considering ways and means, a vessel arrived at La Playa with material for the building which the Government had decided to build here to house army supplies. Lieut. Thomas D. Johns was in charge of this task, and to him the planners of the new city went in haste, held earnest conversation with him and convinced him that La Playa was not the place but that the new town, not yet laid out, was. Lieutenant Johns was convinced and had the building materials shipped across the bay. Davis, who had most of the necessary capital, agreed to build a wharf and warehouse which he was to own, with the land they occupied. Within a month the plan had progressed so well that application for the land for the new town site was made. It was granted on March 18, 1850, by Thomas W. Sutherland, an attorney who was then alcalde of San Diego and who soon after became city attorney. The site contained 160 acres and ran from Front Street on one side and Broadway on another to the waterfront. The partners paid \$2,304 for it. In a short time they had lumber and bricks for buildings, as the brig Cybell had arrived at San Francisco with a large cargo made up of those building materials. The vessel also carried several small buildings ready to be put together. Davis bought the whole cargo and had it brought to San Diego, where the "portable" houses were later used to a considerable extent. The first was put up for Davis, on what is now State Street, between G and Market; later it was moved to Eleventh Street, between K and L, where it still stands. Davis completed the warehouse and wharf in the summer of 1851. It stretched 600 feet out from Atlantic Street, with a turn in it. The old barracks were built in the same year. At about that time John Judson Ames started his Herald, San Diego's first newspaper, in the new town, having been induced to do so by Davis, who lent him \$1,000 to get a start. There were many other indications that the new San Diego would be a success, but there was one serious problem, that of water. It was not possible, with the means then at hand, to construct a system for the storage of water from mountain streams, and the supply had to be obtained from wells. One well was put down near the site of the present courthouse, and several others which gave a fair supply were soon dug. It looked bright for the new town. Yet, with all the help given by the presence of a Government establishment and despite the fact that several merchants were in business there, the venture did not succeed. The town simply did not grow. It was soon derisively called "Graytown" or "Davis' Folly" by those who pinned their faith to the supremacy of Old Town. John Russell Bartlett, who came here early in 1852, said there was "no business to bring vessels here, except an occasional one with Government stores," referred to the scarcity of water and fuel and added, "without wood, water or arable land, this place can never rise to importance."

Only a few months after Davis and Gray started the new town, another tract, known as Middletown and containing 687 acres, was opened up. On May 27, 1850, Alcalde Joshua H. Bean granted this to a group of men including Oliver S. Witherby, who had come here

as quartermaster and commissary of the boundary commission and who was elected to the first assembly at Monterey; William H. Emory; Col. Cave Johnson Couts, who later married Ysidora Bandini and in 1853 went to live on the famous Guajome ranch; Thomas W. Sutherland, who as alcalde of the town had granted the new town tract to Davis and his associates; Agostin Haraszthy, who was San Diego County's first sheriff and who later was elected assemblyman; Don Juan Bandini, Jose M. Estudillo, Charles P. Noell, who had come to San Diego only a short time before and who put up, it is said, the first wooden building in the new town, and Henry Clayton, who had come here as surveyor of the boundary commission and remained here to do similar work as city and county surveyor. The Middletown project languished along with Davis' Town, although the property became immensely valuable in later years, as did that included in the Davis-Gray tract.

While the new town was striving for supremacy, there was at one time considerable anxiety among the people of the whole bay section over an Indian outbreak, known as the Garra uprising, the most serious of several which threatened the safety of the white inhabitants of San Diego County. There had been one serious outbreak in 1837, resulting in the murder of a rancher named Ybarra and two of his vaqueros, the burning of their home on the San Ysidro rancho and the abduction of the two Ybarra girls. The Garra uprising, however, was of much larger proportions.

The outbreak took its name from Antonio Garra, an Indiana from San Luis Rey, who had received some education at the mission of that place and who became chief of the Cupeno Indians at Warner's ranch. Living with the tribe then was William Marshall, a renegade sailor from Rhode Island, who had deserted from a whale ship at San Diego some six or seven years before and had reverted to savagery, marrying an Indian girl. Smythe credits the renegade Marshall with furnishing the "brains" of the uprising and filling Garra's head with dreams of conquest, in which he proposed that several thousand Indians living in and about San Diego County should be amalgamated into a fighting force to overwhelm the whites. Warner's ranch had been occupied in 1848 by Col. Jonathan J. Warner known as Don Juan Warner, a Connecticut man who came to California in 1831 and settled at Los Angeles, marrying Anita Gale, daughter of William A. Gale. He was San Diego's first state senator and during his residence in the county a man of considerable importance. In the attack on his ranch he did valiant service of defence, being an excellent marksman, but was unable to save it.

Some of the incidents of this affair are graphically told in the columns of the San Diego Herald. In the issue of Nov. 20, 1851, the editor voiced disappointment that news was scarce, a fact often weighing heavily upon the editor of a small town newspaper, and devoted some of his more or less valuable space to an account of some brandy which he had sampled. Apparently it was of as bad a quality as some of the so-called liquor illegally made and sold since the days of national prohibition. His comment thereon was that "for over an hour we could not tell whether we had swallowed a cocktail or a torchlight procession." Ames' lament of the lack of news may have

encouraged the making of some, for the very next week he had something of importance to tell, as set forth in the issue of Nov. 27:

"Our city," said the newspaper, "was thrown into a high state of excitement by the arrival of an express from Agua Caliente, the residence of the honorable J. J. Warner [later called Warner's Hot Springs, and, more recently, just Warner's], state senator conveying the intelligence that the Indians, who are numerous in that vicinity, had arisen and attacked his ranch, destroying all of its household property and driving away his stock, consisting of large and valuable bands of cattle and horses. On the 20th instant Mrs. Warner was warned by a friendly Indian that his people designed against the Americans and that the initiative on their part would be an attack upon her house. Alarmed at this, Mr. Warner immediately dispatched his family for this place and proceeded to put his house in a state of defence. He caused his cattle to be corraled, and had four horses saddled and tied to his door, to be used to convey intelligence to his neighbors in case the Indians appeared.

"The following night about 2 o'clock Mr. Warner's house was surrounded by a party of Indians, 100 strong, who deliberately drove away his cattle and attacked his premises. Mr. Warner, aided by two employes, opened fire upon the enemy, who returned, it, killing one of his party. Ammunition soon becoming scarce, Mr. Warner deemed it prudent to retire; not, however, until he had satisfied himself that he had killed four of the enemy. The Indians rifled the house of everything it contained and are now in arms in the mountains, defying the whites and boldly proclaiming their intention to massacre every white in the state.

"The Indians have since killed four Americans at the Springs, making a total of nine men murdered since the commencement of this unhappy outbreak.

"The family of Don Santiago Arguello in the valley of Tejuan have abandoned their rancho and are on their way to this city, fearing an outbreak on the part of the numerous Indians resident in that valley. It is known that Chief Antonio has invited them to join in the war."

The outbreak assumed such proportions that Ames, desiring to get the latest news for his paper, delayed publication on the following week by one day. Even then, however, he had little to print in his paper and, as he quaintly remarked, "nobody to read it if it were printed," as most of the male population of San Diego seemed to have set forth for the mountains to quell the outbreak. The next issue, dated December 11, contained the real news, set forth in part as follows:

"The company of volunteers which left this city on Thursday the 27th ultimo, under the command of Major Fitzgerald, camped at the Soledad that night and the next day pushed on toward Agua Caliente, where they arrived on Tuesday and proceeded to burn the town,—the Indians having abandoned it. Warner's ranch, three miles this side of Agua Caliente, they found totally ruined—cattle driven off,

agricultural implements burned and the whole place made completely desolate. The dead bodies of two Indians were found near the ruins.

"In the meantime Col. Haraszthy went out with a small party and captured the notorious Bill Marshall, who is said to have ordered the murder of Mr. Slack and three others at Agua Caliente. [The Mr. Slack was Levi Slack, partner of E. W. Morse.] This Marshall is said to be from Providence, R. I., and came out to this country in 1844 in a whale ship, from which he deserted. He married a daughter of one of the chiefs of this tribe which has committed these depredations, and is believed to be the chief agent in banding together these hostile tribes of Indians. He is now undergoing a court-martial trial at Old Town which is not yet concluded. They have engaged some three days in examining witnesses and have not yet decided whether they will hang him or not. Colonel Haraszthy is the presiding judge and the prisoner is defended most ably by Major McKinstry—Judge Robinson in behalf of the State. The testimony thus far has been very conflicting, and many persons believe Marshall to be innocent, although the great majority are for hanging him."

The next issue, December 18, told of Marshall's fate:

"The trial of Bill Marshall and Juan Verdugo was concluded on Friday evening last, and on Saturday morning it was announced on the Plaza that they would be executed at 2 o'clock the same day. The Fitzgerald volunteers were ordered to be on duty at that time to conduct the prisoners to the scaffold, which had been erected a short distance out of town, near the Catholic burying grounds.

"The graves were dug and all preparations made during the forenoon, for carrying out the sentence of the court-martial. At about 2 o'clock the volunteers were under arms and the people began to gather in considerable numbers about the Plaza and courthouse. A priest was with the prisoners most of the forenoon and accompanied them to the gallows, where they received final absolution.

"Marshall said he was prepared to die and hoped to be pardoned for his many transgressions. He still insisted that he was innocent of exciting the Indians to murder the whites, the crime for which he was about to die.

"Verdugo spoke in Spanish. He acknowledged his guilt and admitted the justness of the sentence passed upon him; said he was ready to yield up his life as a forfeit for his crimes and wickedness.

"The ropes were then adjusted—the priest approached them for the last time—and said some consoling words to them—repeated a final prayer—extended the crucifix, which each kissed several times, when he descended from the wagon, which immediately moved on, leaving the poor unfortunate wretches about five feet from the ground. Marshall struggled considerable, but Verdugo scarcely moved a muscle. Both of them were in their shirt sleeves, and neither of them hoodwinked.

"After being suspended about an hour and a half, the bodies were cut down and interred in the Catholic burying ground."

Antonio Garra, the Indian chief of the tribe which had been in the vicinity of Warner's was captured soon after this, was tried and convicted by court-martial on charges of murder and theft growing out of the uprising. The Herald in somewhat vivid words describes his execution in its issue of January 17, 1852. The execution was at Old Town, "the sun's last rays were lingering on the hills off Point Loma" as the firing squad did its work, and "in an instant the soul of the 'brave' winged its flight to the regions of eternity, accompanied by the melancholy howling of dogs, who (sic) seemed to be aware of the solemnity of the occasion—casting a gloom over the assembled hundreds."

The Fitzgerald Volunteers were a company so named in honor of its commander, Major G. B. Fitzgerald, an army officer. With him served Cave Johnson Coutts as Captain, Agostin Haraszthy, Robert D. Israel, Philip Crosthwaite, Henry Clayton, George P. Tebbetts and other well known San Diegans of the time; as Editor Ames has said, nearly all the men from San Diego went out with this force, determined to strike a punishing blow on the Indians. Col. J. Bankhead Magruder was in command of the American troops quartered at the old Mission, but he had only a few men, and the equipment of guns was poor. He lent some guns to the volunteers. Marshall was caught by a scouting party. Garra was given up by an Indian chief, whom he tried to win over from sympathy with the whites. Many Indians were killed in this "cleaning-up" work of the volunteers and regular troops, and this retaliation had such an effect that after that time there was no other serious outbreak in this section. There were murders, marauding and pillaging, but no real warfare. In and near San Diego the Indians sometimes got intoxicating liquor, with the usual results, and there were many stabbing and cutting affrays. Vigilante parties took care of the situation from time to time, official authority being apparently slow in action.

The business center of the new town of San Diego was at about where California and G streets now cross. That at the time was near the high tide line. By the northeast corner there was a large two-story building of frame construction. On the ground floor were the offices of Hooper & Co., while above were the offices of the Herald. Across the street were the old barracks, which remain today, in a remarkable state of preservation and still used for the troops of the nation after some 70 years. The first issue of the Herald, which was largely devoted to publication of San Francisco advertisements, contains notice which give some idea of the business life of the new town in May of 1851. The leading firm was Hooper & Co., whose advertisements contained this information:

"Hooper & Co., Wholesale, Retail and General Commission Merchants, Corner of Fourth and California streets, New San Diego. Keep constantly on hand a large assortment of General Merchandise, consisting in part of Chile Flour, rice, butter, chocolate, sardines, assorted meats, oysters, lobsters, pickles, assorted sauces, hams, cheese, mead syrup, lemon syrup, cider in cases, brandy, 'cognac,' Stoughton bitters, saleratus, almonds, coffee, sugar, candy, pork, bacon, hams, dried peaches and apples, sperm and adamantine candles, boots and

shoes, brooms, double bedsteads, black currants, English pearl barley, mackerel, pickled salmon, etc., wooden pails, tin ware, tubs, clocks, shirting and sheeting, flannels, calico, clothing, wool hats, socks, drawers, shirts, table covers, ribosas, handkerchiefs, candle wick, cambric, combs of all kinds, muslins, fancy soaps, hooks and eyes, tapes, nails, hardware, potatoes, lumber, etc., etc."

Ames and Pendleton, wholesale, retail and general commission merchants had a store on California Street and advertised drygoods, hardware, cooking stoves and rough lumber for sale. George F. Hooper advertised 400 tons of coal, 12 good mules, 30,000 feet of Maine lumber which had been shipped in and, last but not least, a number of valuable books.

On the east side of what is now New Town Park, then called Plaza Pantoja, after Don Juan Pantoja, a Spanish pilot who was in San Diego in 1782, was the Pantoja House. Charles J. Laning was its proprietor, and his advertisement announced that he had fitted up the hotel in the best style and could provide for guests the very choicest of wines and liquors. Also, the Pantoja House had what was set forth in print as a very fine billiard room, containing a remarkable table, and this room was kept lighted until midnight every night for those who cared to test their skill with ball and cue.

Another hotel on the Plaza Pantoja was the Colorado House, run by H. J. Coutts, who advertised that he had recently added to the structure, "a spacious and airy dining saloon," that he had put up "an elegant billiard table" and that his bar was stocked with "the best wines, liquors and cigars to be had in San Francisco."

Up at Old Town was the old Gila House, kept by Charles R. Johnson, who also ran the Playa House at La Playa. Both these hotels had advertisements in the Herald's first issue. So did the Exchange Hotel of Old Town, of which G. P. Tebbetts & Co. were managers.

The columns of the Herald in its first year, 1851, contain so many items of historical interest and so many other items which give the color of those days that the following selections have been made.

The issue of July 10, 1851, tells of the death at the age of 17 years of Senorita Maria Josefa Zamorano, daughter of the late Captain Augustin Vicente Zamorano, and a grand-daughter of Don Santiago Arguello, at the Arguello residence at La Punta. She was regarded by many as the most beautiful of the many beautiful young Spanish women of the San Diego of those days. The old Arguello home, built in 1836, is still in fair condition, is occupied and stands as a remarkable landmark near the head of San Diego Bay.

Editor Ames in his issue of Aug. 8 refers to the excellent fishing in San Diego Bay, to the size of the fish and the number of crawfish, "not a whit inferior to the lobster and scarcely less in size." To the fishing in this section Editor Ames made another reference of some interest on Dec. 4, 1852, as follows: "The schooner Emeline, Captain Osborn, has been in our bay for the last two weeks, taking fish and curing them for the San Francisco market. One day last week they took 20 tons at one haul, each fish averaging some 3 pounds in weight. They are of a delicious flavor much resembling

that of the turbot; the epicures in San Francisco may soon look out for a treat. Fishing is by no means an insignificant item in this bay, and if carried on extensively we could more than amply supply the demand for the up-country markets. There are immense shoals of mackerel just by the Point Loma, averaging in weight from 2 to 4 pounds, fishing for which insures to any enterprising party a speedy and ample fortune."

Ames in one of the early issues of the Herald pokes some good-natured fun at the San Francisco editors who at the time were boasting and smacking their lips over some Baldwin apples which had been sent, all packed in ice, by boat from Boston, by way of Cape Horn. In San Diego, wrote Ames, were much better fruits—"grapes, figs, apricots, etc."—and Ames declared that if the San Francisco newspaper men could taste some of these California fruits they would soon cease "to make such a fuss over a few frozen apples." Thus he made clear the fact that in San Diego County the ranchers were then producing many delicious fruits, and he later directed attention to the fact that Slack & Morse, (Levi Slack and E. W. Morse), were "very enterprising" in getting such fruits and the best of vegetables to the local market.

The Herald of July 10, 1851, gives ample evidence that the spirit of American patriotism was strong in the new town of San Diego. That issue contains a long account of the first formal celebration held in the new town of the Fourth of July. In part it is as follows:

"The celebration of the 4th passed off very pleasantly, and the only accident we heard of during the day was that of a few patriotic individuals being shot—in the neck! The day dawned, as all Independence days should do, in all its glory, and as a special favor the charming Goddess got up a little earlier than usual and put on a new calico frock, with a laconic skirt, after the new fashion, and then took a little drive in her chariot, over the hills just back of the city. She came into town just after daylight, 'with rosy fingers dropping gentle dew,' and was startled by a big brass gun from the ordnance department, which blew her up 'sky high.' It being steamer day, we were not able to be present at the forming of the procession, but arrived just in time to hear the oration, by John G. Brown, Esq., of San Francisco, and we must say that it has been a long time since we have listened to anything of the kind which gave us more satisfaction, or have seen a mixed audience, such as is usually assembled on an occasion like this, evince so much gratification.

"Mr. Brown's effort was a truly happy one, written with great purity of diction, and replete with eloquent sentiments and genuine patriotism. After the oration an ode was sung by the whole assembly, during the singing of which a salute was fired by a part of Col. Magruder's battery, under the direction of Lieut. Eddy.

"The procession was then reformed (the charming Miss Caroline hanging lovingly upon our arm) and marched to the Plaza, where they were dismissed.

"Capt. Nathaniel Lyon, chief marshal of the day, deserves great praise for the perfect manner in which all the arrangements for the

occasion were made, and the order with which everything was conducted.

"There was a ball at Old Town in the evening, at which we dropped in for a few moments, but there were so many 'nice young men' present as to render our chances to a flirtation rather dubious, so we vamosed. The ladies were lovely—the gentlemen in high spirits, and all seemed to enjoy themselves amazingly.

"Among the beautiful dark-eyed maids of California, we noticed particularly Senoritas D—s, L—e, F—o, M—y, T—a, and we must add that we were almost seduced from our allegiance to Miss Caroline, while gazing upon the lovely face and form of Mrs. B—r.

"There was also a private dance at New San Diego, where they no doubt all enjoyed themselves, as they 'didn't go home till morning.'

"Thus ended a day which, in the language of Old General Hastings, 'will long be remembered by our ancestors.'"

There is ample evidence that the reason why Ames came to San Diego then such a small town that it could hardly support even an unpretentious weekly newspaper such as the Herald was in size at least, was that he aimed to establish an organ for United States Senator William M. Gwin of California, who hoped to bring about a division of the State of California, to annex Lower California if that could be brought about, and to join the building of a transcontinental railway over the southern route into San Diego. Smythe writes that he obtained evidence regarding Ames' plans from men to whom Ames had told them in confidence in the early years. The Herald of Aug. 28, 1851, gives striking evidence of this in the following:

"A suggestion was made, about a year ago, in reference to the severance of this state, and the formation of a territorial government for the southern portion thereof. To the accomplishment of this object it is necessary that a united action be had by the advocates of the measure, and that a full and candid statement of the many grievances we suffer be set forth, that the people at the north may see the justice of our request for a division, and that we are impelled by necessity to this movement."

The very next issue of the Herald, that of Sept. 4, tells thus of a meeting held to discuss state division:

"At a public meeting of the citizens of the city and county of San Diego, held in the court house on the evening of Saturday, August 30, J. W. Robinson, Esq., was called to the chair and Dr. F. J. Painter appointed secretary. The object of the meeting being explained by the chairman, viz: to take into consideration the propriety of petitioning Congress for a territorial form of Government in the southern portion of the state, the following gentlemen were appointed a committee of correspondence: Messrs. A. Haraszthy, Joaquin Ortega, C. J. Coutts, G. F. Hooper, Pedro Carrillo, Wm. C. Ferrell, and Charles P. Noell."

Gwin's scheme failed, and the favors which Ames expected from him were not forthcoming. Yet for a time many San Francisco advertisements, doubtless a part of Gwin's patronage, appeared in the Herald and helped to keep that paper alive even when the new town venture failed and the Herald had been moved to Old Town about two years after the first issue.

The breaking up of the new town seems to have been general by April of 1853, for in that month, it is recorded, E. W. Morse, whose former partner, Levi Slack, had been killed by the Indians at Warner's as already noted, moved to Old Town. There he went into partnership with Thomas Whaley, that arrangement lasting about three years. The Herald moved at about the same time. The new wharf built by William Heath Davis at the new town, fell more or less into disuse. In the cold winter of 1861-2 much of it was cut down for fuel to keep the volunteer troops stationed here warm. Nearly 25 years later Davis obtained a few thousand dollars—a mere fraction of its cost—from the Government in damages.

Davis in a newspaper interview in 1887 gave some interesting information about his wharf and his other efforts to start the new town of San Diego.

“Of the new town of San Diego, now the city of San Diego,” he said, “I can say that I was the founder. In 1850 the American and Mexican commissions, appointed to establish the boundary line, were at Old Town. Andrew B. Gray, the chief engineer and surveyor for the United States, who was with the commission, introduced himself to me one day at Old Town. In February, 1850, he explained to me the advantages of the locality known as ‘Punta de los Muertos’ (Point of the Dead), from the circumstance that in the year 1787 a Spanish squadron anchored within a stone's throw of the present site of the city of San Diego. During the stay of the fleet, surveying the bay of San Diego for the first time, several sailors and marines died, and were interred on a sandpit adjacent to where my wharf stood, and was named as above. The piles of my structure are still imbedded in the sands, as if there had been premeditation to mark them as the tomb-marks of those deceased early explorers of the Pacific Ocean and of the inlet of San Diego, during the days of Spain's greatness. I have seen ‘Punta de los Muertos’ on Pantoja's chart of his explorations of the waters of the Pacific.

“Messrs. Jose Antonio Aguirre, Miguel de Pedrorena, Andrew B. Gray, T. D. Johns and myself were the projectors and original proprietors of what is now known as the city of San Diego. All my co-proprietors have since died, and I remain alone of the party, and am a witness of the marvelous events and changes that have transpired in this vicinity during more than a generation.

“The first building in new San Diego was put up by myself as a private residence. The building still stands, being known as the San Diego Hotel. I also put up a number of other houses. The cottage built by Andrew B. Gray is still standing, and is called ‘The Hermitage.’ George F. Hooper also built a cottage, which is still standing near my house in new San Diego. Under the conditions of our deed, we were to build a substantial wharf and warehouse. The

other proprietors of the town deeded to me their interest on Block 20, where the wharf was to be built. The wharf was completed in six months after getting our title in March, 1850, at a cost of \$60,000. The piles of the old wharf are still to be seen on the old wharf site in Block 20. At that time I predicted that San Diego would become a great commercial seaport, from its fine geographical position and from the fact that it was the only good harbor south of San Francisco. Had it not been for our civil war, railroads would have reached here years before Stanford's road was built. For our wharf was ready for business."

Davis wrote that there were very heavy rains in San Diego in the winter of 1861-2 and that the fuel for the several hundred soldiers at the military depot in San Diego ran out as already told.

"My wharf and warehouse were still in existence near the depot," wrote Davis, "and earning me several hundred dollars per month for wharfage and storage. The commanding officer of the post decided to use my property for firewood, as a military necessity. Being war-time, it was demolished for that purpose, and I lost my income.

"A few years after the occurrence I went to work and collected evidence in connection with the destruction of the wharf and warehouse. I appealed to congress with the facts I had obtained for compensation for my loss. The senate passed a bill unanimously, appropriating \$60,000 as my pay; but it was defeated in the house. At last, congress enacted a law creating General Saxton (quarter-master-general of the Pacific coast) as a commissioner to take testimony in California. Several sessions were held in San Francisco; also three or four at San Diego, where the property was located. The testimony before the commissioner was overwhelmingly in my behalf. After these proceedings, the claim was before the house, congress after congress, asking the body to appropriate a just and equitable amount, under the commissioner's investigation and report, for my reimbursement. In 1884-85 I was voted \$6,000 in full payment for the \$60,000 which the senate had allowed."

The history of San Diego from 1853 to the coming of Alonzo E. Horton, father of the new town which lasted, is not filled with events of great importance. Yet the period was not without interesting incidents. One which made San Diego well known elsewhere in the nation was the arrival here of Lieut. George H. Derby, who became famous, not as an engineer—for as such he came to San Diego—but as a writer of the "Phoenixiana" and temporary editor of Ames' paper, the Herald. As "John Phoenix" Derby saw more fun in San Diego than any other person could discover, and his quaint witticisms not only made the Herald a widely quoted paper but gave the author a fame which has endured unto this day. When Derby saw nothing particularly humorous in the events of the time, he let his fertile imagination supply the necessary details for a humorous story, and he kept dignified citizens somewhat anxious. Derby came to San Diego to turn the San Diego River back into its course into False or Mission Bay. It had cut into San Diego Bay and in time would have filled

up a large area of valuable harbor area. Derby turned the river, using Indian labor on his earthworks, and also turned the politics of the Herald topsy-turvy in a very short time. But that is getting ahead of the story.

Derby had written in San Francisco under the pen names "John Phoenix" and "Squibob." He was born in Dedham, Mass., in 1823, served in the Mexican war and was, it is recorded, continuously in the service of his country for 14 years. He died in New York City in 1861 at the age of 38 years. A son, Lieut.-Col. George McClellan Derby, was retired from the army at his own request in 1906, having served more than 30 years. Like his son, George H. Derby was a graduate of West Point. He was married in Trinity Church, San Francisco, on Jan. 14, 1854, to Miss Mary A. Coons of St. Louis, as duly recorded in the columns of the San Diego Herald by Editor Ames, friend of the Lieutenant Derby, and lived in San Diego for several years.

Derby and Ames seem to have been acquainted before Derby came to San Diego. At any rate, soon after Derby's arrival here, Ames, who wanted to make one of his frequent trips to San Francisco, prevailed upon Derby to "sit in" as editor of the Herald. The rollicking Derby did it gleefully and characteristically. Derby had been here in the preceding year, and knew something about the town. Perhaps he knew something about its politics, but if he did it apparently did not worry him, for as soon as Ames was well on his way to the north he changed the politics of the Herald from Democrat to Whig. He poked fun at Bigler, the Democratic nominee for governor; he took a rap at Editor Ames; he even made fun of himself and his Whig tendencies. When Ames came back to town, Derby wrote for the Herald an account of a purely imaginary fight between himself, a small man, and the gigantic Ames, whose frame towered some six feet and six inches above his shoe-soles. He later wrote many other articles for Ames' newspaper.

In 1855 Ames collected a lot of Derby's writings and issued them as the first edition of "Phoenixiana." This includes a reproduction of a famous "illustrated" edition of the Herald which Derby got out. It was filled up with a lot of advertising cuts which Derby used in humorous fashion.

The volume also contains an interesting description of San Diego, written largely in jovial and burlesque style, but largely, also, along the lines of fact. For instance, he described the harbor as shaped like a boot, told of the three villages then here—the Playa, Old Town and the New Town, or "Davis' Folly." He told also of the "long, low one-storied tenement, near the base of the hills," once held by Capt. Magruder and his officers, but then the place where Judge Witherby "sits at the receipt of customs." But, added "Phoenix," the judge had little trade, for the Goliah and Ohio, little coasting steamers which ran to the town, and the fortnightly mail steamers were about the only crafts coming in. There were the barque Clarissa Andrews and "two crazy old hulks" at the Playa. Ashore there were the Ocean House, a store "marked Gardiner & Bleeker;" a little building on stilts out in the water where a man employed by the U. S. Engineers made "mysterious observations on the tide;" three small build-

ings, a fence and a graveyard; these, said the jovial writer, were the only "improvements" that had been made at the Playa. He also visited two old hide-houses mentioned by Dana in his "Two Years Before the Mast." Despite the gradual growth of the place, Derby believed that, "should the great Pacific Railroad terminate at San Diego, an event within the range of probability, the Playa must be the depot, and as such will become a point of great importance." In those early days, it will be seen, there were growing hopes of a railroad running directly from the east into San Diego, and the spirit of potential progress was strong. "Phoenix," indeed comments on the fact that there was a real estate boom of some importance a-booming at the time and that lots of 150 feet frontage were selling for \$500 each; he hazarded the opinion, however, that he would prefer the cash to the lots. The chapter contains also an amusing description of Derby himself, written by himself, and mention of "Judge" Ames, editor of the Herald, whom Derby described as "talented, good-hearted, but eccentric." The editor is quoted as telling "Phoenix" that the town contains 700 inhabitants, two-thirds native born, that it had seven stores, two public houses and two churches, Catholic and Protestant, to the latter of which came every week Rev. Reynolds, chaplain of the military post six miles distant. "Phoenix" also attended a ball, visited New Town and rode out to the Mission and attended a fiesta, he relates in the same article.

A chapter which gives a fair sample of Derby's humor is that in which as "Phoenix" he describes a Fourth of July celebration in San Diego. This was "reported expressly for the Herald." He notes that at 2 a. m. all citizens except "those who had retired in a state of intoxication" were awakened by the "soul-stirring and tremendous report of the Plaza artillery, which had been loaded the previous evening with two pounds of powder and a half a bushel of public documents." There was a parade later in the day, moving to the "sound of an excellent military band, consisting of a gong and a hand-bell," and still later "the San Diego Light Infantry," a small boy, fired a national salute with his fire-crackers and nearly lost his shirt-tail in the act.

The first edition of "Phoenixiana" was issued by Ames in 1855. On Feb. 9, 1856, he announced that the book had reached a sale of 4,000 copies and was "highly spoken of by the critics."

"Phoenixiana" has had more than 30 editions since then, and the sales have reached many thousands of copies. One edition de luxe produced by the Caxton Club of Chicago is priced at \$50 and has an introduction by John Vance Cheney of San Diego. Another recent edition has a characteristic introduction by John Kendrick Bangs. D. Appleton & Co., the original publishers, have issued this, with pictures by E. W. Kemble.

Derby was prominent during his residence here in organization of the first Masonic lodge in San Diego. He was a man of marvelous memory, and, it is declared, could recite chapter after chapter from the Bible. His story of San Diego, then a place of small consequence, resulted in extensive advertising of the town as well as of himself. By a curious coincidence his death in 1861 was followed within two months by that of his old friend Ames, who passed away,

broken in fortune and health, at San Bernardino as the Civil war was beginning to rage.

From the city assessment roll for 1851, now in the possession of the city government, it appears that the whole amount of taxable property in the city of San Diego in 1851 was \$203,206. The tax was collected at the rate of one-half of one per cent, and the total tax was only \$1,019.03—quite a difference from the 1921 figure of about \$1,750,000.

The 1851 assessment roll as certified to by Frederick J. Painter, clerk of the common council, includes some interesting items. Jose A. Aguirre, who was a partner with Gray, Davis and others in the attempt to found the new town of San Diego, paid a tax of \$39.07. The first two and a half pages of the roll are devoted to his holdings; they included eighteen beach lots, so-called, seven lots in Old Town and fifty-five parcels in "New San Diego," as it was officially designated. He was assessed on a valuation of \$8,035. The clerk notes that "the court of equalization deducts from the whole amount \$220," leaving Aguirre's total \$7,815.

Thomas D. Johns, who was the army lieutenant responsible for building the barracks at the new town and who appears to have been admitted to the new town partnership group, paid taxes upon twenty-seven parcels in New San Diego. His net assessed valuation for those was \$1,410, and his tax \$7.05. In addition he paid \$5 for property at La Playa.

William Heath Davis, head of the new town movement, paid a city tax of \$68.25, his net assessment being on a valuation of \$13,651. Here are the items of his assessment:

Real estate	\$ 7,151
Wharf	4,000
Lumber	1,000
Residence	1,000
Hotel and billiard table	1,000

\$14,151

From that sum the board of equalization deducted \$500, leaving a total of \$13,651. Davis & Hooper paid a tax of \$20.75.

Andrew B. Gray, another of the new town advocates, paid a tax of \$29.50 on property valued at \$5,940, nearly all of it in the new town.

Thomas W. Sutherland, first city attorney, paid \$18.57.

William C. Ferrell's tax was only \$3.50.

Henry D. Fitch, who died in 1849, was taxed \$2.25, Mrs. Fitch \$7.50 (her assessment being cut \$1,000 as "widow's portion off"), while the estate of Henry Fitch paid a tax of \$26.25.

J. P. Keating paid a tax of \$2 for a pilot boat. The estate of Miguel de Pedrona, who died in 1850, paid a tax of \$33.75. The total assessed valuation was \$7,755, from which was deducted an orphans' portion of \$1,000. The Pacific Mail Steamship Company paid \$38.75.

Jose A. Estudillo was assessed as follows: "1 lot 50 varas 25c" in La Playa, the total for that being \$25, and for six corners in Old San Diego with improvements assessed at \$3,000. His personal prop-

erty was set at \$100. His total assessment was \$5,125, and his city tax for 1851 was \$25.62.

The manner in which the four settlements about the bay were described is of interest. They were four: La Playa, which the clerk wrote down as "Playa;" Old Town, to which he referred as "Old San Diego;" Middletown, which several times he put down as "Middle San Diego," and the new town of Davis and Gray, which was officially designated as "New San Diego."

One entry was made under the heading "Steam Boat Company," for lots at La Playa, valued at \$4,000, the lots being described as Nos. 1, 2, 3 and 4 of Block No. 57. After it was written into the book, however, this entry was made in red ink: "Error. This is City Property." All tax totals are written in the same red ink.

Cave J. Coutts had city property for which he was taxed \$41. Juan Bandini's tax was \$68.75. John Foster's was \$31.25.

Other names in this interesting tax list are as follows:

William Arrington, the Artesian Well Company, F. M. Alvarez, Julian Ames, Ames & Pendleton, Santiago E. Arguello, Daniel Barbee, Thomas A. Budd, Bandini & Davis, John Barker, Joshua H. Bean, Arthur Blackburn, Henry Clayton, S. P. Heintzleman, Agostino Haraszthy, Charles Haraszthy, William Leaney, Bonifacio Lopez, C. W. Lawton, several members of the Machado family for Old Town property, J. B. Magruder for New San Diego property, Charles P. Noell, Juan M. Ossuna, Richard Rust, E. W. Rust, J. W. Robinson, Louis Rose, Jose Serrano, Maria Snook, Abel Stearns, San Diego Herald office in New San Diego (\$7.50), William H. Tiffany, G. P. Tebbetts, Louis Veal, Edward Vischer, Thomas Wrightington, O. S. Witherby, Raimond Yorba, Maria Ybarros.

Political organization of San Diego after the Americans took charge was effected without any trouble, but the records of that accomplishment form an interesting section. The city now (in 1921) has 122 voting precincts, but at the first election held on April 1, 1850, there were only two, one at Old Town and the other at La Playa. There were only 157 voters on the poll lists. County officers were elected as follows:

William C. Ferrell, district attorney; John Hays, county judge; Richard Rust, county clerk; Thomas W. Sutherland, county attorney; Henry Clayton, county surveyor; Agostin Haraszthy, sheriff; Henry C. Matzell, county recorder; Jose Antonio Estudillo, county assessor; John Brown, coroner; Juan Bandini, county treasurer.

The legislature appointed Oliver S. Witherby the first district judge, his district including San Diego and Los Angeles counties. The court was formally organized on Sept. 2, 1850, jurors were summoned and six cases were heard. The first grand jury was composed of the following: Charles Haraszthy, Ramon Osuna, James Wall, Loreta Amador, Manuel Rocha, J. Emers, Boniface Lopez, Holden Alara, Seth B. Blake, Louis Rose, William H. Moon, Cave J. Coutts, Jose de Js. Moreno, Cristobel Lopez and Antonio Aguirre. Attorneys enrolled at the first term of the court were James W. Robinson, Thomas W. Sutherland, John B. Magruder and William C. Ferrell.

The legislature of 1850 incorporated San Diego as a city, and the first city election of the new town was held June 16, 1850. Joshua

H. Bean was elected San Diego's first mayor; the following council was elected: Charles Haraszthy, Charles R. Johnson, William Leamy, Charles P. Noell and Atkins S. Wright. Other city officers chosen at the first election were: Treasurer, Jose Antonio Estudillo; assessor, Juan Bandini, who declined to serve and was succeeded by Richard Rust; city attorney, Thomas W. Sutherland, and marshal, Agostin Haraszthy. The recurrence of names in the lists of city and county officers already set forth in this chapter is easily accounted for; the county and city were so small that it was not easy to find offices enough to go around or, conversely, enough different and competent men to fill all of the offices. Evidence of this is found in the fact that several San Diegans at various times in the early years actually held two or three offices apiece. Among such were George A. Pendleton and Philip Crosthwaite. Some of those elected at about this time declined to serve, administration of the county was loosely run at times as far as calendars are concerned, and some of those who were in local offices gave none too much attention to their duties. This was somewhat to be expected in a small community, many of whose residents had business which called them away from time to time; but it appears that no great harm resulted anyway. In 1852 the city's charter was repealed, and San Diego went back to the town form of government, the administration being in the hands of a board of five trustees. The president of the board was called mayor by courtesy. That form of government continued for more than thirty-five years. The local officials of the early days inherited from their predecessors something of the love of entertainment, and in the records of the first board are two entries showing appropriations for balls, one for the coast survey officials who had been sent to San Diego and the other to celebrate the admission of California into the Union.

Mention has already been made of the movement supported by Editor Ames of the Herald for state division. The six southern counties of California in a referendum vote in 1859 showed a two-thirds majority for division, but the legality of this action was questioned, and the project was given up, although it has recurred in California politics to some extent since that time.

Between 1850 and 1860 San Diego county population grew from 800 to 4,300. Between 1860 and the end of the Civil war the community practically marked time. Ames discontinued his Herald in 1860 and went to San Bernardino, where he died July 28, 1861.

Most of the travel to and from San Diego in that period was by steamer. The first line to San Francisco was started in 1850. It later became the California Steam Navigation Company and later was sold to the Pacific Coast Steamship Company. Among the early boats putting into San Diego were the Ohio and Goliah, which already have been referred to in Derby's impressions of San Diego; the Fremont, Southern, Senator and Thomas Hunt. Pacific Mail liners from Panama slipped in about twice a month. For a time packets were run from San Diego to the Hawaiian Islands. The mail service provided in those early days of American control was very poor, as can be seen from the files of Ames' Herald, in which he frequently voiced snorting complaint. Richard Rust was the first

postmaster in 1850. He held the place only a year; then Henry J. Coutts took it for a year, being succeeded by George Lyons in 1853. Rust took the office again in 1856. W. B. Coutts had it in 1858 and Joshua Sloane in 1859. The Herald, however, said with some force in September, 1851, that for two years there had been "no regularly appointed postmaster at San Diego," and declared that as only a pittance was allowed for the office, the service was very poor. Ames put most of his dependence on pursers of the steamers which put in at San Diego, and the columns of the Herald contain frequent references to the courtesies extended by the pursers to him. The first overland mail arrived in the city in August, 1857, having taken thirty-four days to come from San Antonio. That same year the Government made its contract with John Butterfield and his associates to carry the mails to the Pacific Coast from St. Louis, and the company sent coaches over the southern route to San Diego. The opening of the Civil war closed this route, and it was not reopened to San Diego until 1867. John G. Capron, San Diego pioneer, had the contract.

"Ranching," in the modern California usage of the word, amounted to little in those early days. Yet some few good beginnings were made in the growing of fruits in advantageous places. E. W. Morse, who saw the town in 1850, said, according to Smythe, that there "was literally no agriculture" in San Diego at that time. There were large ranches then, but they were cattle ranges, and Morse said the largest fenced field in this section was in the San Luis Rey valley and belonged to Indians. "Some years later," said Morse, "we had an assessor who was a cattle raiser, and in his report to the state comptroller he said that no part of the country was fit for agriculture. That was what people honestly thought, at the time." It must be remembered that the first success of any extent in agriculture in this section followed the storage of water by artificial means for use in the dry seasons which come with certain regularity in Southern California. In later years A. E. Horton and other progressive citizens used windmills to pump water for gardens in which they took much pride as "show places," but real commercial success in agriculture in this part of California has been achieved principally by use of water from dams such as were not built at San Diego in the '50s or '60s or '70s. The Mission Fathers, building their dam at Mission Gorge in the San Diego River's course, had pointed the way, but that way was not taken for many a year by those who followed them.

Mention has been made of some of the Americans who were early residents of San Diego—the San Diego of Old Town. All of them of course have passed away; comparatively few of them have left direct descendants of their names in San Diego. Those who seek genealogical information on this line will find an excellent chapter on "American Families of the Early Time" in Smythe's history; he missed a few of the old settlers, but catalogued nearly all of them carefully and with a pleasing degree of accuracy. He provided also a similar chapter on the prominent Spanish families of the time, and data for this chapter, as he says, were obtained from a great variety of sources. Many of these Spanish names still survive in San Diego, and many of the beautiful daughters of these Spanish families are wives of Americans living in and about San Diego. These Spanish

men and women have done much to preserve here the atmosphere of the early days and to keep warm the love which all residents hold of the romantic charm of that period.

There were few more striking figures in the early history of San Diego under the American flag than was Col. Cave Johnson Coutts, for many years administrator of the famous Guajome ranch, where Helen Hunt Jackson is said to have obtained much of her material for her novel "Ramona." Nephew of Cave Johnson, Secretary of the Treasury under President Polk, member of a well known Tennessee family, educated at West Point and possessing a fine military record, he came to San Diego in the course of the Mexican war and on April 5, 1851, married Ysidora Bandini, daughter of the illustrious Don Juan Bandini, and in the fall of that year left the army. For two years after that he lived at Old Town, serving a term as county judge, but in 1853 removed with his family to the Guajome ranch. This was an Indian grant of more than 2,000 acres, and was presented to Mrs. Coutts as a wedding present by her brother-in-law, Don Abel Stearns of Los Angeles. A sketch of Colonel Coutts in the "History of Southern California" issued by the Lewis Publishing Company of Chicago in 1890, gives an interesting account of the work he did there. It credits Colonel Coutts with being among the first to foresee that the climate of the section was adapted to agriculture and with having been the first to plant an orchard on a large scale with the improved varieties of fruits.

"When Colonel Coutts went out there in 1852 to take possession and inaugurate his improvements," says this sketch, "there was not the sign of a tree of any kind where now are immense orchards, vineyards and willow thickets; he carried a few boards from San Diego, and with them and willow poles, hauled from the river bottom two miles away, he put up a little shed sufficient to cook and sleep in. There was a damp piece of land, a small cienega, but no running water, and in order to water his mules it was necessary to dig a hole in the ground with a spade, and with a small dipper dip up enough water to fill up a bucket and thus water his mules. Where that was done in 1852, there is now a large pond, sixty feet in diameter and seven feet deep, full all the time and running over in a large stream, which is used for irrigation. At that time there was a great number of Indians in and around San Luis Rey, and it was an easy matter for Colonel Coutts, as he was an Indian agent, to command the services of enough laborers to do his work. It was not long before the result of the patient labor of 300 Indians took the form of an immense adobe house, built in a square, containing twenty rooms, a fine court-yard in the center, well filled with orange and lemon trees and every variety of flower; immense barns, stables, sheds and corrals were added, after extensive quarters for the servants were built; then to finish the whole a neat chapel was built and formally dedicated to the worship of God. His military training enabled him to control and manage the Indians, as only he could. Everything in and about the ranch was conducted with such neatness and precision that a stranger would at once inquire if 'Don Cuevas,' as he was generally called, was not from West Point. By strict attention to business he

accumulated thousands of cattle, hundreds of horses and mules, a large band of sheep, and added to his landed interest by the purchase of the San Marcos, Buena Vista and La Joya ranches, besides some 8,000 acres of Government lands adjoining the homestead; in all some 20,000 acres. But the passage of the 'no-fence law' almost ruined him financially, as he was compelled to dispose of his cattle at a fearful sacrifice, and he was just recovering from the crash when he died."

Colonel Coutts passed away at the old Horton House in San Diego on June 10, 1874. Both he and Mrs. Coutts were members of large families of children, and the couple had ten children who with their children have helped to keep the family name prominent in California. Dona Ysidora managed the vast estate for many years after her husband's death and did it with marked ability. She is said to have aided two of her sisters in making one of the first American flags hoisted in Southern California.

Another prominent American resident of the early days of San Diego was Henry D. Fitch, who for many years kept a "general" store at Old Town. Like many another who came to California at that period, he was a New England man, hailing from New Bedford. For several years he was in command of a small Mexican vessel which went to California ports and in 1833 became a Mexican citizen. He was baptized in San Diego in 1829 as Enrique Domingo Fitch and in 1834 was elected "cyndico procurador," or pueblo attorney, at the first election held at San Diego under civil rule. Fitch had fallen in love with the beautiful Josefa Carrillo, daughter of Joaquin Carrillo and had promised in 1827 to marry her, and his baptism and becoming a Mexican citizen were steps taken to carry out that promise; but legal difficulties were imposed by a ruling of the Mexican governor, so Fitch and his fiancée decided upon an elopement, in which Pio Pico, a cousin of the beautiful Spanish girl, assisted. Fitch made well advertised preparations to leave on an ocean voyage on the Vulture, said good-bye to his friends and to the charming girl and then went aboard. The Vulture, however, did not sail far away; instead, it hugged the shore, and at night, when suspicions had been calmed, Miss Carrillo was taken on horseback by her cousin to a spot where a small boat was waiting. Soon the couple were united, and at Valparaiso they were married by a curate. When the bride and bridegroom returned to California the next year, bringing an infant son, there was some trouble with the church authorities, but the marriage at last was declared valid. The affair, however, was a topic of conversation and gossip along the Pacific Coast for many years and is mentioned by several writers who were here at the period. Fitch died in 1849 and it is said that he was the last to be buried on old Presidio Hill. Fitch in 1841 received a large grant in Sonoma county, and Fitch Mountain in that county is named for him. Fitch will long be remembered in San Diego for a survey and map which he made of San Diego in 1845; legal arguments concerning property in San Diego contain many a reference to his survey.

Then there was John Forster, who was known as "Don Juan" Forster, who married one of the Pico girls. Another was Captain

Robert D. Israel, who married Maria Machado de Alipas, a daughter of Damasio and Juana Machado de Alipas; he was a blacksmith and contractor and served in various offices in early American days. Mr. Israel died several years ago; his wife died Oct. 7, 1921. There was Philip Crosthwaite, who came over to the United States from Ireland when a child and who came to California for "a lark" and landed at San Diego. Here he took an active part in early activities of the Americans, served at the battle of San Pasqual and in the Garra insurrection and held several public offices in later days. He was first master of San Diego Lodge No. 35, F. & A. M. Crosthwaite, like many other Americans of his day in San Diego, married a Spanish girl; she was Josefa Lopez.

Andrew Cassidy, who died Nov. 25, 1907, was one of the most beloved of old residents of San Diego. He came here in 1853, and it is believed that he lived longer in San Diego than did any other man of his period except possibly two. Cassidy, who was a native of County Cavan, Ireland, came to the United States as a boy of seventeen years, became an employe of the coast survey office and in 1853 came to the Pacific Coast with a party which established a tidal gauge at La Playa. Cassidy was left in charge of that gauge and took observations for seventeen years. In 1864 he became the owner of the great Soledad rancho of 1,000 acres where the town of Sorrento, now a small city precinct, was established, and engaged in cattle-raising. He sold the property in 1887. His first wife was Rosa Serrano, daughter of Jose Antonio Serrano of Old Town. She died on Sept. 10, 1869. His second wife was Miss Mary Smith, daughter of Albert B. Smith, a hero of the Mexican war. Cassidy held several public offices including that of supervisor and member of the old board of public works. To quote an admirer, one of many, he lived "a long life of usefulness" in a humble, kindly, loveable way.

Richard Kerren, with his family of six boys and four girls, was one of the prominent citizens of old San Diego. He came to San Diego at about 1847, with one of the infantry detachments sent to relieve Commodore Stockton. He held the grade of sergeant. Sergeant Kerren was killed, several years after his coming to San Diego, by being thrown from a horse as he was riding out to his home near the Old Mission. Two of his sons, Richard, Jr., and Frank, were noted as musicians in the early days. They played entirely by ear, but mastered music so well that they were much in demand throughout the county, and, later, through a much wider territory. They were taken to Fort Yuma to play for festivities there, several times, and once were sent for to go to the town of Real del Castillo—at that time the capital of Baja California. His other sons were named James, John and William. Three of his four daughters, Maggie, Mary, Jennie and Katie, are still living. Richard, Jr., married Esther Smith, daughter of one of the town's earliest residents. She is still living at Old Town.

Ephraim W. Morse came here in 1849. A sketch of him appears later in this volume, as do sketches of Thomas Whaley and others. Louis Rose's name is perpetuated in Roseville and Rose Canyon. He laid out Roseville, which at one time was believed to be the probable site of the City of San Diego. In Rose Canyon he started a tannery in 1853. Then there were Joshua Sloane, at one time postmaster and

for years an earnest advocate of San Diego's great city park, now Balboa Park; Capt. George A. Pendleton, for years county clerk; James W. Robinson, who came to San Diego as a former governor of Texas and was district attorney for several years; Henry Clayton, the surveyor; William C. Ferrell, attorney, who became a recluse in Lower California and lived alone for many years in a mountain retreat; Dr. David B. Hoffman, early a coroner, later a district attorney, and another American who took a Spanish wife one of the Machado girls; James McCoy, who came to San Diego with Col. J. Bankhead Magruder's troops and who several times was elected sheriff of San Diego County; Charles P. Noell, a storekeeper at Old Town, later a



SOME RUINS AT OLD TOWN, WHERE SAN DIEGO HAD ITS BEGINNING

state assemblyman from San Diego and always a highly respected and trusted citizen; Thomas Wrightington, who was one of the first Americans to settle at San Diego and who married one of the Machado girls. The list is long, and no attempt has been made here to have it complete; yet, short as it is, it tells a story of the intermarriage of Americans and Spanish and something of the men who came out to these shores from the east.

Those who would absorb in a short visit the romantic atmosphere which pervades the little settlement, much of it in ruins or in decay, at Old Town, the beginning of California,—and who would not be glad to take such a trip of the fancy into such a past?—may travel that way by entering the old Estudillo home in Old Town.

Built by Don Jose Antonio Estudillo at about 1825, it stands there today practically as it was in the days of Spanish and Mexican rule and in the times of Stockton and Kearny. The original structure crumbled into sad ruins many years ago, but was restored in a truly patriotic and architecturally faithful way in 1909. In this work

several had a part. Principal among them was William Clayton, vice-president and managing director of the Spreckels companies, who regarded the work of restoration not only as one that ought to be done to afford pleasure to residents and tourists but as one which was due to the memories surrounding the quaint settlement. He requested Mrs. Hazel W. Waterman, talented daughter-in-law of the late Robert W. Waterman, former governor of California, to direct the task. No happier choice could have been made, for she performed the task with a zealous attention to detail and a cultured artistic sense, which has been reflected indeed in other work with which she has been identified in San Diego. As Edwin H. Clough has related in his charming booklet, "Ramona's Marriage Place, the House of Estudillo," she found little but a pile of ruins, practically nothing but the north end having been left in the shape of a house; tiles, adobe, wood and hardware had been carried away by memento-grabbing tourists, and the rest had fallen through neglect into a mere mockery of a home. From those small beginnings, aided by a close study of what was left in the vicinity of the old settlement and by visits afar to get what was lacking in information Mrs. Waterman went to work. Preliminary to the actual construction, she visited the Guajome ranch of the Coutts family near San Luis Rey, where Helen Hunt Jackson got many of her ideas for the book "Ramona;" Don Juan Forster's Santa Margarita, and the Rancho Pinaquitos. She made trips to the famous Pico house at Whittier, the De la Guerra mansion at Santa Barbara and obtained details from Monterey and other places where still remained traces and relics of early Spanish days in California. Wherever possible the old work was retained in the restored building. The adobe walls of the front and main part of the house, and many of the tiles which are now on the roof were a part of the original structure. Those tiles used on the floor of the veranda were brought from the Old Mission Aqueduct below the celebrated dam which was built a few years after the Mission was moved from Old Town to its later site up the Mission Valley. For the restoration in 1909 adobe brick, roof tiles, and floor tiles were made by hand in the field nearby by Mexican workmen assembled for the task; those living in and near old San Diego brought others from Lower California for special knowledge or skill in the work. One old Mexican boasted that he had laid adobe for Father Ubach (the Father Gaspara of the "Ramona" story); all were eager to assist, and to use the old primitive methods. The east and the west wings of the building were almost entirely reconstructed, the veranda is all new, and the walls of the outer court were built at this time. The old timbers even in the main part of the building had decayed to such a stage that they had to be replaced to support the adobe and the tiles, so that the new timbers, hewn from telephone poles and railroad ties, were soaked in the waters and mud of the bay shore to "age" them, and when placed were bound with rawhide thongs as in the olden days when nails and spikes were not to be had but houses had to be built.

A striking yet characteristic feature of the restored structure is the patio, a square about seventy-five feet each way. The front of

the house is 110 feet long and faces on the plaza; each wing is ninety-seven feet long. The fireplace and oven are similar to those found in the old houses and descriptions of the early writers; the doors are like those noted in the Missions; and the hardware is either actually from some of the old places, or are anvil-hammered replicas. The veranda was roofed with tule, or "carisso," bound with rawhide, over which the large hand-molded tiles were laid. Mud plaster covered the adobes, after the manner of the old builders, while cactus juice glue was used for the wash over the walls which have the sun browned tint as of many returning years. So successfully has the work been accomplished that it is difficult to distinguish the new from the old parts of the building. The height of the building is twenty feet to the ridge. The original intention was to add to the reconstruction work a double-deck veranda similar to that which was added to the original structure by the Estudillos, partly to serve as sun-decks, as the modern phrase has it, and partly as a vantage point from which the Estudillos and their guests might watch what was going on in the plaza—perhaps a gay fiesta or a thrilling bullfight. This plan, however, was abandoned, or at least postponed, and has not been carried out.

The reconstruction task was started and carried out with two ideas in mind: that there should be preserved here "a typical early Californian manor house and a local habitation for a heroine of Californian romance whose memory will last in the hearts of men and women as long as it shall be true that all the world loves a lover." Here again is quoted the gifted Edwin H. Clough, who by marriage had come into an intimate relation with all that is beautifully romantic of Old Town. And he referred, of course, to Helen Hunt Jackson's story of "Ramona," whose little white heroine and whose Indian Alessandro came, in fiction, to be married by Father Gaspara at Old Town. It has been related that Father Gaspara was in real life Father Ubach, beloved San Diego priest, and that the marriage incident was based on fact. However that may be, the fact of history and the fiction of the woman writer, whose chief aim was relief of the Indians of California, have almost hopelessly intertangled until their threads are hard to follow. Yet, as has been said, that after all it is a matter of small consequence to those seeking the beautiful.

The old Estudillo property was bought for Mr. Spreckels' street-car company, through Harry L. Titus, from Salvador R. Estudillo, a son of the builder, Don Jose Antonio, in 1905. It is said that the reconstruction work was not viewed by Mr. Spreckels until it was finished and that he actually was kept in ignorance of it by Mr. Clayton and his associates until it was ready to be viewed. Naturally, he was charmed with it, as have been all who have seen it.

Since the reconstruction, the Estudillo house has been occupied and presided over by Thomas P. Getz, who there welcomes the tourists and other visitors and tells them in an entertaining "lecture" the story of Ramona and her Indian suitor. And if he too mingles fact and fiction, he is forgiven, for his purpose is to spread the charm that surrounds all this spot. Incidentally, Mr. Getz has done much in his years of stewardship to build up a community spirit at Old Town—a spirit which has borne fruit in a hundred little ways and helped to keep a pride burning there.

CHAPTER IX

FIFTY YEARS AGO

The new San Diego—the beginning of the proud city which today extends from the waterfront far to the east and clear to the National City line, whose residences tower on Mission Hills, overlooking Old Town, and extend almost to the foothills at the northeast—this new city is just about fifty years old. Alonzo E. Horton had come here in 1867 and had given the impetus which was lacking, and the strength of the new town grew from that time while the older town's influence waned day by day. Old Town, however, kept up hope, it seems, until it lost the county seat in 1871. The manner in which that happened is therefore of some importance. Early in 1869 there was considerable discussion as to the advisability of removing government activities to the new town. Nearly all residents, according to the records of the period, were convinced that new public buildings must be provided, but there was serious difference of opinion as to whether they should be at Old Town or at the new town, which in the post-office department records was then known as "South San Diego." This question actually would have been settled by the increasing growth of the new town, which in 1869 had attained real importance. In July, 1870, however, the county supervisors ordered the removal of the county records to the new town. The district judge and county judge issued orders which upheld Old Town, County Judge Bush indeed instructing the sheriff to prevent the removal of the records—an order which caused an article of the opera-bouffe style in the Union, then a weekly newspaper. Judge Bush also soon removed the supervisors from office. The dispute was quickly carried to the high courts, which ruled against Judge Bush in the removal of the old board of supervisors.

The lease of the new courthouse is thus related in the records of the Supervisors' meeting of April 3, Supervisors French, Riley and McDonald being present:

"Proposal of A. E. Horton to lease lower floor, and two rooms upstairs, in brick building, corner Sixth and G streets, for Court House and County Clerk's office, at \$95 per month, read.

"Ordered, that District Attorney be instructed to draw lease between county and A. E. Horton for said rooms at \$95 per month, for one year from April 3, 1871, or lease, option of Board.

"Ordered, that the brick building corner Sixth and G streets, San Diego, be designated as the Court House of San Diego County.

"Ordered, that the Sheriff and Supervisor French take charge of, and proceed to remove the court room furniture to the new court

house, and put the latter in proper condition for holding court therein.

"Ordered, that the County Clerk proceed at once to move the papers and records of his office to the new rooms provided for him in the court house building in South San Diego.

"Ordered, that Thomas Whaley be notified by the Clerk that so soon as his building shall be vacated by the county officers, the county will no longer be responsible for the rent of the same after they shall be so vacated."

On March 3, 1871, George A. Pendleton, the county clerk and recorder, who had fought valiantly against removing records to Horton's new town died after a short illness. Chalmers Scott was appointed to fill the place, and one evening soon after his appointment—the date is given by the Union as April 3—he went out with some friends, loaded up the records into wagons and brought them to Horton's brick building at Sixth and G streets which, as related, the supervisors had rented. That ended the hope of Old Town, and the date may be said to mark the end of the old community's importance as compared with the new. Sessions of the probate and district courts were held in the building at Sixth and G soon thereafter, and it was used as a county building until the new courthouse, on the site now used, was completed. A contract for the structure was let after the removal of the records. It was given to William Jorres, who began excavation in May, 1871. The new building was completed in June of the next year and was dedicated with a ball.

One result of the removal of the county offices to the new town was that the telegraph company, which had been installed in the building at Sixth and G streets, was forced to seek new quarters. These were quickly made under the supervision of Col. Stauchon, the agent, and rooms were taken for the operators on the first floor of the Horton House.

San Diego of fifty years ago—that is, in 1871—is pictured with a striking degree of accuracy in the city's only daily newspaper of that time, the San Diego Union, which was started as a daily that year in answer to a demand which was impressive at the time and which kept on growing with the years. Take the advertisements, reflecting the city's commercial and business activities. Among the principal advertisers from the beginning of the newspaper was A. E. Horton, whose promise to support the weekly Union with his patronage had been the controlling reason for its removal the year before from Old Town. The first issue of the newspaper as a daily contained a notice setting forth that Horton was "proprietor of Horton's extension of New Town," with offices in the Express building, Sixth and G streets, and would "sell lots and blocks in 'Horton's extension' to suit those who desire to settle and improve them, upon the most reasonable terms."

Other advertisements in the same issue were of the following:

Jones & Leach (formerly Jones & Scott), law office and real estate agency; the firm members were G. A. Jones and A. M. Leach, and their office was at Fifth and F streets.

C. P. Taggart & Co. (C. P. Taggart and J. B. Boyd), real estate brokers.

94 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

T. C. Stockton, M. D., "physician, surgeon and accoucher," Fifth and H streets.

T. S. Moore, notary public and real estate, Fifth street.

S. E. Abels, searcher of records.

C. Wolfsheimer & Co., wholesale and retail dealers, at Fifth and H streets, in cigars, tobacco, stationery, cutlery and other articles. Julian & Stutsman, dealers in tinware, stoves, pumps, and kitchen furniture, Fifth street between H and I.

Shneider, Grierson & Co., news agents and dealers in book and stationery.

Caswell & Sterling, Fifth and I streets, fruits, nuts, confectionery, corn, barley, vegetables and seeds.

Charles Simms, druggist, Fifth and I streets.

Valentine & Steels, agents for National City lands, "on the bay of San Diego, the proposed terminus of the proposed southern transcontinental railroad."

J. Leslie, dealer in lime, cement, plaster, etc., Fifth and K streets.

Smith & Crague, Fourth and K streets, dealers in liquors and cigars.

D. Felsenheld, dry goods merchant, who advertised that he was beginning to sell out at cost, "with the intention of closing my business."

August Kramer, tailor, Fifth and I streets.

Young Bros. (John N. and William M.), undertakers.

Joseph Nash, general merchandise, Fifth street. It was at this store that George W. Marston, who in more recent years has become one of the city's foremost merchants, worked for a time, driving a delivery wagon at first and later being promoted to a clerkship. Nash's store was the first general store in New San Diego.

I. Matthias, general merchandise, F street near the government barracks.

McCormick & McLellan, "pioneer drygoods dealers," Fifth and H streets.

A. Pauly & Sons, wholesale and retail dealers, commission merchants, dealing in drygoods and produce.

McDonald & Co., wholesale and retail groceries and general supplies, Fifth and K streets, "opposite bank."

Loewenstein & Co., drygoods, groceries and provisions, Fifth street between H and I.

Hathaway & Foster (A. M. Hathaway and G. S. Foster), doors, windows, blinds, house hardware, paints, etc., Fourth and H streets.

There were three hotels advertising in that issue, the head of the column being taken by the Horton House, described as "new, complete, elegant and commodious." S. W. Churchill, from San Jose, was in charge. Next came the Cosmopolitan Hotel, A. L. Seeley, proprietor, at Old Town; this contained a Los Angeles stage office. Then followed the New San Diego Hotel, S. S. Dunnells, proprietor, near Culverwell's wharf. The Horton House was more fully described in advertisements of the time as as having 100 rooms, all furnished in the best style, "lighted with gas, supplied with fresh soft water, half of them warmed by steam heaters and everyone made wholesome and cheerful by the loveliest of sunshine some part of the

day." The situation was advertised as "admirably chosen," with "a magnificent view of harbor, ocean, islands, mountains, city and country." The dining room was 40 by 60 feet, "affording a feast of beauty to the eye and more substantial and varied satisfaction to the 'inner man.'"

The steamship advertisements began with that of the Pacific Mail, which announced that beginning with March 17, all its steamers would call at San Diego, "down and up," and that freight and passengers would be carried at "greatly reduced prices." The second steamship advertisement was that of the N. P. T. Company steamships, Orizaba and California, leaving for San Francisco every six days. Then came the California Southern Coast (opposition) Steamship line, which ran "the new and commodious steamer William Taber."

The stage line advertisements comprise a fair picture of the methods of travel overland to and from San Diego, at that time when there was no railroad to the port. A U. S. mail line, of which John G. Capron, well known as a San Diego pioneer, was proprietor, gave a tri-weekly service with four-horse coaches between San Diego and Tucson. The time set for the trip was five days, and the fare to Tucson was \$90. Capron's office was in the Union building, Fourth and D (now Broadway). Between San Diego and Los Angeles stages ran every day except Sunday, leaving the Horton House at 5 a. m., the Cosmopolitan Hotel, Old Town, at 6 a. m., and arriving at San Juan Capistrano at 7 p. m. There the passengers waited over night, starting again at 4 a. m. and reaching Los Angeles at 1 p. m. The fare was \$10. The route lay through Anaheim and Los Nietos. Seeley and Wright were the proprietors. William Tweed's passenger and mail line ran up the mountains three times a week to "Julian and Branson Cities." The fare up was \$7, while that on the way back, on the down grade, was \$6.

Among other advertisements of about that time were those of Arnold & Choate, real estate dealers, whose name became well established in formal city records by the Arnold and Choate Addition, one of the largest in the city; L. W. Kimball of National City, who had an office two doors from the Wells-Fargo express office; Steiner & Klauber, Seventh and I streets, general merchandise; Stewart and Reed (Wellington Stewart and D. C. Reed, who later became mayor of San Diego), attorneys and real estate dealers; the Bay View Hotel, the Union House at Eighth and K streets.

The only bank advertisement in the first issue was that of the Bank of San Diego, of which "Father" Horton was president and whose directors at that time included J. M. Pierce, E. W. Morse, Bryant Howard, W. H. Cleveland, M. Sherman, A. M. Hathaway, C. Durham and J. Nash.

Other more or less graphic print-pictures of that period are furnished in the news columns of the Union's early issues. One of the earliest editorial appeals made by San Diego's first daily newspaper, for instance, was for better fire protection, the article directing attention to the fact that "San Diego has over 800 buildings" and that fire apparatus was needed. Another editorial topic at the time was the need of uniform street grades and sidewalks, not two of which,

it was asserted, were of the same width. They were "up and down, narrow and wide," and the wayfarer at night usually took to the middle of the streets to save his shins. No little interest was taken in horse-racing, as several paragraphs of the time indicate, the races being matches arranged by owners of thorough-breds. The stage line to Tucson was meeting with trouble from Apaches, who were frequently on the warpath in Arizona. Sandstorms on the desert also made travel by stage to the east very disagreeable at times. Building operations in 1871 were active, many new dwellings and office structures, most of them of frame construction, being listed in early issues of the daily newspaper. Real estate sales were numerous for the time and size of the city. I take one example as of more than mere passing interest. It was a sale of a twenty-five-foot lot opposite the Horton House, whose site the U. S. Grant hotel now occupies, and it brought \$500. A. E. Horton sold it. His sales for one day at about that time amounted to \$10,200, a fairly good day's work for a real estate dealer in a new and small town such as San Diego was. Water was then a question of great importance, as no method had been employed to bring the mountain streams down for domestic supply. The Union, for instance, remarked: "The people are bound to have water, and wells go down and windmills go up in every quarter of the town. We notice a fine windmill at the side of Mr. Truman's residence; another, nearly finished, on Third street, built by Mr. Horton, and a third in course of construction on the premises of Mr. D. W. Briant."

The editor received gifts in those days—not merely the humble potatoes and turnips which are said to have been the subscription fees turned over to many a publisher in those and later days, but something more pleasing by far. One such was a box of delicious oranges from Col. C. J. Coutts, who grew them on his famous Guajome ranch, not far from San Luis Rey. The editor thankfully acknowledged the gift in print.

Wool shipments through this port were considerable in those days, and much of the wool came from El Cajon and vicinity—then called "the Cajon." An item appearing in the Union early in 1871 reports that W. G. Hill of the Cajon rancho had just brought in and sold to Pauly & Sons 4,000 pounds clipped from 1,100 sheep and sold to Gordon, Stewart & Co., at Culverwell's wharf.

Notices printed in the first Sunday issue of the Union, March 26, 1871, give a good idea of the religious services held in those days at the new town. The Episcopal church, Rev. Dr. Kellogg pastor, met at Trinity hall, on Sixth street, between B and C. The Presbyterian church of which the Rev. J. S. McDonald was pastor, met in Horton's new hall, Sixth and F streets. Rev. Father Ubach, beloved Catholic priest, was conducting services here then. The Methodist Episcopal Church, was at Fourth and D streets, the Rev. M. Tansey officiating. The Rev. B. S. McLafferty conducted services for the Baptist Church.

The Doctor Kellogg just mentioned served here only a few weeks. He came from Cleveland, Ohio. Daniel Cleveland, the well known attorney, was active in the church and in January, 1871, at the request of the vestry, was licensed as lay reader: he often acted

as such when no rector was present. The Episcopalians built the first church in New San Diego. Trinity Hall, which was built on the same site, at the northeast corner of Sixth and C streets, was erected late in 1869 or early in 1870. It was at Sixth and C streets only a short time after the notice in the Union to which reference has just been made. Then it was removed to the southeast corner of Fourth and C streets, the new land having been obtained by an exchange with "Father" Horton, who had given the original site. Rev. Sidney Wilbur was responsible for the organization of this church. He remained with it nearly to the end of 1870.

The Presbyterian flock at this time was led by the Rev. J. S. McDonald, who had organized two churches in Northern California and had been chaplain of the senate before he came to San Diego in the spring of 1870. He was an ardent supporter of the temperance movement and was active in the formation here, in the summer of that year, of the San Diego Temperance Union. He also is said to have preached the first Protestant sermon ever delivered in El Cajon valley, delivering it at the residence of Uri Hill on June 19, 1870. From a historical sketch of the First Presbyterian Church written by Allen H. Wright, city clerk of San Diego, in 1919, when the church was fifty years old, are taken the following extracts:

"The women of the church, in those days, as in these, played a very important part, and in June of that year (1870) it is recorded that an organ, secured from proceeds of a concert held under the auspices of the women, was dedicated at Horton's hall, Mr. McDonald preaching a special sermon on 'Sacred Music.'

"Among the visitors to San Diego in 1870 was J. W. Edwards, of Marquette, Michigan, and when he attended the Presbyterian meetings in a hired hall, even though it had a seating capacity of 400, he became impressed with the idea that the society should have a church building of its own, and offered to pay \$500 toward the project. 'Father' A. E. Horton, the founder of the present city of San Diego, had given a site for a church at Eighth and D (now Broadway), and soon the plans for building were under way, the members being encouraged by a gift of \$300 from Calvary Presbyterian church of San Francisco. The building fund grew rapidly, and where some did not feel able to give in money, they subscribed in labor or material. The women held sociables and festivals, and finally the required amount was reached to insure a debt-free structure, and on June 18, 1871, it was dedicated, the sermon being preached by the Rev. W. A. Scott, D. D., pastor of St. John's Presbyterian Church of San Francisco, a man widely known as a preacher, traveler and lecturer. He was assisted by the Rev. John R. Tansey, pastor of the First Methodist Church.

"The building committee, which consisted of the trustees and A. H. Gilbert, with W. B. Burns as chairman, received many words of commendation for their work, and the structure, though very small as compared with church edifices of today, was declared to mark a great advance in the progress of the community. The building, still familiar in memory to many residents of the city, was 42 feet long by 26 feet wide and 20 feet high. It had 28 pews, seating 200

people in all. The outer walls were in rustic finish, painted a light drab. The six windows had Gothic tops, and the gables of the building were pierced by trefoils. The one five-foot aisle and the pulpit platform were carpeted, largely through the enterprise of the women of the church. For the dedicatory services the other churches gave up their own programs to assist in making the event one worthy of the day."

The Baptist Church was dedicated October 31, 1869. The Rev. B. S. McLafferty who had come from Marysville to take the pulpit, remained in San Diego until January, 1873. The Baptists had the first church bell ever used in the New San Diego. That was in the old church building on Seventh street near F, on a lot donated by Horton.

The Methodist Church at Fourth and D streets, was dedicated Feb. 13, 1870. Their land, too, was given by Horton. Their first minister was the Rev. G. W. B. McDonald, who was succeeded by the Rev. D. A. Dryden.

The Union of June 20, 1871, gave a long account of the dedication of the Presbyterian Church, with these interesting introductory remarks:

"San Diego was the portal through which the Christian religion was introduced into Alta California. On the 18th of July, 1769, the Catholic padre, Junipero Serra, laid the foundation of the Old Mission Church of San Diego. Three years ago a new era dawned upon this region. Newcomers poured in, and being of the Los Americanos species, began the erection of school houses and churches. The corner-stone of a new Catholic Church was laid in North San Diego, July 18, 1869, just 100 years from the similar act of Junipero Serra. Later in the same year, to-wit, Oct. 31, 1869, the Baptists dedicated their edifice. Then the Methodists followed at the beginning of the next year, namely, Feb. 13, 1870. And now the Presbyterian building is dedicated, June 18, 1871. Each year, in short, of the new era in San Diego has been marked by the erection of a church building. The Episcopalians took precedence of other denominations in establishing services, but the hall which they occupy has not, we believe, been dedicated."

A report on public school activities shows that 200 pupils were enrolled on the registers of the three departments, grammar, intermediate and primary. The average number of pupils belonging to the school, however, was given as only 170.

In those days there was much gold mining activity in the Julian and Banner districts. Among the mines operated in those sections in 1871 were the "Kentuck," Redman, Owens, Madden and the famous Stonewall. The greatest difficulty reported from the mining sections arose from the lack of good roads in the mountains. Several companies spent large sums to build roads on which to haul quartz to the mills.

Amusements at that time were not by any means plentiful. Lectures, theatrical performances and concerts were given occasionally at Horton's Hall, which seated 400 persons and contained a stage 16

by 32 feet. Downstairs at Horton's Hall there was a roller skating rink, at which "skating assemblies" were welcome. Another rink, Garland's, was built soon after this on Second street between D and E.

The roller skating "craze" was prevalent at the time, and many enjoyable occasions were held at the rinks. This led to the formation of at least one club, the Excelsior Skating Club, whose organization is thus reported in the Union of June 5, 1871:

"Excelsior Skating Club.—At the assembly hall on Saturday evening last, a skating club was formed with the above name. Over seventy persons were enrolled as charter members. The club will have its first meeting this evening, when business related to the fixing of evenings for skating, etc., will be attended to. A full attendance of all the members is requested. A good time can be expected. The officers of the club are: T. C. Stockton, president; R. D. Case, vice president; C. S. Hamilton, secretary; W. W. Stewart, treasurer."

Baseball games were not uncommon at the time, the business men of the city often indulging in this healthful form of exercise, playing on a field in the neighborhood of what is now Sixth street and Broadway. Other games were played on various other grounds in the city. It must be remembered that those were the olden days of baseball, when masks and gloves were unknown and the finer points of the game had not been developed. But many played it and got much pleasure and profit in health from it. The catcher stood far back from the batter to avoid "foul tips" and resultant injuries to fingers and face, and the rules were much more lenient than in later days. Also, the scores were usually large. This newspaper account of a game on May 27, 1871, between a club from Old Town, which showed up with only seven players, and a team from "New San Diego," as the city then was called, will illustrate the way in which the game was played in those days:

The match game yesterday, between the Extempore B. B. C., of Old Town, and the New San Diego B. B. C., was witnessed by a very large number of spectators, ladies and gentlemen. Owing to the high wind prevailing during the afternoon, the playing was not remarkable. We append the names of the "nines," noting that to offset the deficiency of two players in the Extempore nine, the last inning of the New San Diegos was not counted:

Extempore.	New San Diego.
Aguirre, 1b.	Russell, c.
Solomon, p.	McKean, p.
White, c.	Gregg, 1b.
Zarnach, 2b.	Parsons, 2b.
Levy, 3b.	Stewart, 3b.
Hereford, 1f.	Winslow, s. s.
Cooper, s. s.	Grant, 1f.
	Ullman, rf.
	Buttrick, cf.

100 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Score:

Extempore ----- 3 2 4 3 4 3 8 4 4—35.
 New San Diego ----- 3 4 7 5 5 14 5 5 0—48.

Umpire—E. Harris. Scorers—For Extempore, Barry Hyde; for New San Diego, M. C. Maher.

This game seems to have aroused considerable interest among local baseball players and enthusiasts, for in June the Lone Star Baseball Club was organized at a meeting in Rosario hall, and the following officers were elected: Daniel Ullman, president; Frank Buttrick, vice president; James Russell, recording secretary; William E. McKean, treasurer, and the following as directors: A. Gregg, J. Parsons and W. McKean. John Harral was made captain of the first nine and Walt McKean of the second. Club practice was set for every Wednesday and Saturday, and this notice was published:

“Any challenge addressed to the secretary will receive prompt attention.”

Of course in those days there were fishing and hunting trips, as now. In winter ducks were plentiful near the city. Indeed it is only within comparatively recent years that False Bay (now Mission Bay) has not been a paradise for duck hunters. And on shore rabbits were nearly everywhere. At a distance of a few city blocks from the present business centre at Fifth street and Broadway one could find plenty of them scurrying around in the sagebrush and rough undergrowth.

A vivid picture of the hunter's paradise which remained here until the '80s is drawn by Theodore S. Van Dyke in his “City and County of San Diego,” written while the excitement of the “great boom” gripped all Southern California. He wrote:

“The valley quail of California abounded in numbers quite inconceivable to eastern sportsmen. One hundred and fifty to 200 a day was an ordinary bag for a good shot, and in any of the canyons within a mile from the postoffice one could quickly load himself down with all he cared to carry back on foot. Fifty or sixty were a common score for one shooting only from a wagon in traveling from El Cajon or Spring Valley to San Diego in the morning or evening, and that many have often been shot there by one who knew nothing of wing shooting. This quail was found as high as 6,000 feet above sea level, though not very abundant above 3,000 feet, and most abundant along the coast, where they could always be found in great numbers with absolute certainty. No attention was paid to the law, and no impression was made upon their numbers until the building of the railroad brought in a host of market shooters. These generally hunted in pairs, and two men have shipped in one winter from San Diego, 35,000 quail, nearly all killed singly.

“The small hare, commonly called ‘cotton tail,’ and the large hare, or ‘jack rabbit,’ also abounded in incredible numbers. Morning and evening they played over every acre of mesa, hopped in scores around the edge of every brush-clad hill or patch of cactus. A bushel or two of them could be shot from a wagon in a few miles drive along any of the roads. But three years ago 135 were counted

along the road in a single trip from San Diego to Old Town, about three miles. By nearly everyone they were considered a great nuisance and they certainly were destructive to gardens and vines and young trees. There are, however, few of the old settlers who would care to exhibit a balance-sheet with rabbit meat on the credit side at even three cents a pound. The flesh of the cotton tail is as fresh and fine as chicken, and in no way resembling that of the eastern rabbit. It runs with a swift, zigzag motion that makes very pretty shooting, especially on bright moonlight nights, the flickering white tail making a fine mark for snap-shooting.

"Turtle-doves and meadow larks were also very numerous, the former especially, though not so abundant as the quail.

"Ducks of nearly all varieties were found in every lagoon and slough. In many places, such as Warner's ranch, Temecula, San Jacinto, Elsinore and Santa Margarita, geese and sandhill cranes were very plenty during the winter. They covered the mesas and valleys of Santa Margarita at times by the hundred thousand.

"The sloughs and bays along the coast were lined with curlew, snipe, willet, dowitchers, plover, etc., and there was no prettier sight than the thousands of water-fowl riding on the smooth face of San Diego bay on a bright winter day. Where nearly all is now a watery blank and where even the sea-gull scarcely dares to fly, pelicans, divers, mergansers, shags, ducks of nearly all varieties, brant, sea-gulls, fish-hawks, terns and what-not were everywhere. So tame were they that from the wharf one could watch the divers beneath him swimming along under water behind a school of little fish, picking them up right and left with dexterous motion. The black brant, the finest of American water-fowl, not known on the Atlantic coast, and rare on this coast south of Oregon, dotted the bay far and wide. Down Spanish bight, the dividing inlet of Coronado beach, where one may now watch for a month without seeing any, from 50,000 to 100,000 could be seen at the ebb-tide coming into the bay from the sea. Reckless, idiotic shooting, the white man's hoggish disposition to waste and destroy, has reft this bay of one of its chief attractions.

"The antelope played over the plains of San Jacinto, Temecula and the mesa between Otay and El Cajon. The last of the latter band was killed about five years ago, (in 1883), the last of the Temecula band about two years ago (in 1886), and the sole survivor of the San Jacinto band was killed this last fall.

"The deer roamed from the coast to mountain-top.

"There never was much trout-fishing in this county. Trout were killed out of the Santa Ysabel creek many years ago by the Indians, by the use, it is said, of 'soap-weed.' They were swept out of Temecula creek by the flood of 1862. A few yet remain in the Pauma creek, though sadly dwindled in both numbers and size.

"Fair fishing may yet be had in San Diego bay, and the fishing outside the bar is about as good as ever. The barracouda and Spanish mackerel afford fine trolling, are gamey, ravenous and very plenty in season. In the kelp is found an abundance of rock-cod, red-fish, and other good fish, which can be caught in great quantities about all the year round."

George W. Marston, the well known San Diego merchant and citizen, was in San Diego at that time, and he recalled recently an incident of the times which strikingly illustrates the small size of the San Diego of those days and its country-like surroundings. There had been heavy, late rains that year, and weeds had grown so tall on the lot at what is now C Street between Third and Fourth that when a man rode on horseback through them his head barely appeared above the luxuriant growth.

Many San Diegans went fishing in the bay and on the ocean. Then, as now, there were excursions for those who liked this exciting sport, as witness this newspaper notice:

"FISHING EXCURSION.—The yacht Restless sails for the fishing grounds this morning at 9 o'clock. Captain Niles invites those who are partial to the sport of fishing to bring their tackle and dollar and spend the day in fishing barracouta and red fish."

In the evening perhaps there was a dance. More or less formal balls were held at not infrequent intervals, and some of these were at Old Town. The Union of September 16, 1871, refers quaintly to one of these as follows:

"The ball at Old Town yesterday evening was, as we predicted it would be, a delightful affair. Several gentleman went over from New Town to enjoy the dance, and report themselves as thoroughly pleased with the way they were treated, and declare they will be sure to watch for the next Old Town ball."

Lack of transportation facilities in the city were beginning to be felt, and particularly was there thought to be need of a railroad between the new and old towns. A company, indeed, had been formed to build such a road, prominent in its affairs being William Jeff. Gatewood, who had founded the San Diego Union but had sold his interest in the paper; E. W. Morse, another well known pioneer, and others. In June, 1871, the company decided that it would try to go ahead with actual construction, but was forced to delay it. The following account of the stockholders' meeting on June 1 of that year is, however, of interest:

"At a meeting of the stockholders of the San Diego and Bay Shore R. R. Co., held at the office of W. A. Winder yesterday afternoon the following named gentlemen were elected to act as directors for one year: William Jeff. Gatewood, James McCoy, S. S. Culverwell, George A. Johnson, W. A. Winder, E. W. Morse, C. L. Carr. The board then proceeded to the election of officers, with the following result: William Jeff. Gatewood, president; James McCoy, vice president; C. L. Carr, secretary. The company proposes commencing work at an early date. An assessment of ten percent on an amount equal to \$1,000 per mile of the entire length of the road was levied and paid in. A survey of the route from Horton's addition to Old San Diego has been made by C. J. Fox, C. E., upon which the sum of \$300 was expended."

An interesting little view of the San Diego of this period was given to the writer recently by Judge M. A. Luce, who came to San Diego early in 1873.

"At that time," he said, "practically the whole city of San Diego was in what is now the downtown district. There were no houses on the hill (where the Florence Hotel was later built) except Horton's; he had built at First and Elm streets, about half way up. One of the most pleasing sights in town was the Horton garden, which was on the site now occupied by the Academy of Our Lady of Peace, at Third and B streets. Here he grew a number of vegetables and had flowers and fruit trees in abundance, to show people what could be



A. E. HORTON'S FAMOUS GARDEN

At what is now Third and B streets. The site is now occupied by the Academy of Our Lady of Peace. The photograph was taken in December, 1874, and appeared in a Chamber of Commerce booklet at about that time.

done when water was put on the soil in San Diego. The water he obtained from a well on the B street side of the property, the low part. Visitors were taken there to obtain a view of what could be done here.

"Captain A. H. Wilcox had a place just north of the Horton garden, on the site for some time occupied by the King's Daughters' home. That place, too, had a well. Captain Wilcox, it will be recalled, was a captain in the civil war, and when he came to San Diego was attached to the commissary department and furnished supplies to the soldiers at Fort Yuma.

"The water supply of the city at that time—except for those well-to-do residents who had sunk wells and had windmills to pump the water out—was obtained from wells which had been made in

the vicinity of the courthouse. This water was put in hogsheads, loaded on wagons and then peddled over town by several men. One of them was Joe Tasker, who died only this summer."

The growth of the city at that time soon made evident the necessity for adequate protection against fire. This demand in fact had been discussed for some time, and frequent newspaper reference was made to it. As the first step a benefit was given at Horton's Hall by which \$250 was raised, and this was soon followed by another entertainment. In May, 1871, the movement resulted in the formation of the Pioneer Hook and Ladder Company, the first fire-fighting organization of San Diego. A number of the leading citizens of San Diego were present and "manifested much interest in the success of the movement," according to an account of the meeting. The following committee was appointed to solicit subscriptions: A. H. Julian, John N. McKean and G. W. Swain. A committee was also named to obtain a truck and the necessary apparatus. It was reported that the truck should cost \$800, and as the company had only \$280 at the time the hope was expressed that solicitations of the committee seeking subscriptions would meet with a liberal response. Subscriptions, however, were slow in coming in, and the truck was not completed until late in 1871. It was built by a man named Whitaker, who used great care in seasoning the timbers and preparing the fittings.

The first officers of the Pioneer Hook and Ladder Company were: Foreman, W. G. McCormick; first assistant, John M. Young; second assistant, William P. Anderson; secretary, B. C. Brown; treasurer, A. H. Julian. Others who were prominent in the movement included Chalmers Scott, George W. Hazzard, who had come to San Diego in 1868, and for a time lived in a tent in the vicinity of Thirteenth and F streets; E. W. Nottage, John H. Todman and John M. Heidehring. The following is from the Union's account of the annual meeting held by the company on May 3, 1871:

"The annual meeting of the Pioneer Hook and Ladder Company of San Diego was held last evening. We are indebted to the secretary, Mr. William Lacy, for a report of the proceedings. The following named gentlemen were elected officers for the ensuing year: President, Chalmers Scott; Foreman, W. J. McCormick; First Assistant, John M. Young; Second Assistant, William P. Henderson; Treasurer, A. H. Julian; Secretary William Lacy. The company, by a unanimous vote, recommended E. W. Nottage as a proper person for the office of fire marshal for the city. Now that the organization of this company is complete, it is intended to push matters so that the proper apparatus shall be obtained without delay. Messrs. Overshiner and Tollmer were present at the meeting last evening and exhibited drawings of trucks, etc., and gave their opinions as to cost. It is to be hoped that all good citizens will aid this laudable endeavor to the full extent of their ability."

At this period was considerable discussion of a railroad project which was not transcontinental in scope, but to which, nevertheless,

newspapers not only of San Diego but of other cities devoted considerable space. This was for a line between San Diego and Los Angeles. San Francisco newspapers reported that it would probably be "pushed ahead" at once, but nothing came of it or anything like it until the Santa Fe system, years later, built the connecting link. Yet the Union in San Diego submitted the matter as one of great importance, declaring that it was "the great enterprise of all others demanded just now" and that "no personal jealousies or conflicting interests should be permitted to endanger its accomplishment." It was reported that eastern capitalists were ready to build the road if proper inducements were offered and that negotiations with them had resulted in "flattering prospects of success."

"It is to be hoped," said the Union, that there will be but one feeling in San Diego in regard to this matter; and for the sake of this part of the state—and especially of this city—that those of our citizens who are at variance as to other measures, will be united in favor of this, and lend to it, if not material aid, at least their moral support."

Interesting comment on the character of San Diego's population at this time is made in an article which appeared in the Union of Sept. 13, 1871, as follows:

"Occupation of Voters of San Diego County.—A list of the various trades and advocations pursued by the citizens of San Diego whose names appear on the Great Register of this county, has been handed us for publication. The list embraces 85 different classes of pursuits, divided among 1,796 citizens. The number of farmers is greatly in excess of that of any other pursuit, and the mining interest has the next largest number of followers. The occupation of 'Gentleman' is confined to one single person, and but one 'capitalist' figures on the page of the Register. Three 'speculators' is a small number for a town accused of being populated wholly by men of that profession, yet, only three voters plead guilty to being engaged in speculation. We have six clergymen, twenty-two physicians and fifteen printers, showing conclusively that our moral, physical and intellectual health is well looked after. Our rival city, Duluth, sometime since intimated that we had more than our share of drinking saloons, but we think that there are few counties which have over 4,000 inhabitants that can show less than 20 saloons, that being the exact number of saloon keepers who have enrolled on our Register, and, as a rule saloon keepers do not neglect to exercise their privilege of voting. The lawyers from quite a respectable company in point of numbers, there being thirty-three, enough, we think, to enable us to dispense with outside assistance."

Among the interesting records of the time is that made by the assessor in February, 1872. Among his assessments were the following:

A. E. Horton	\$124,971
John Forster	87,681
Kimball Bros.	52,849
Sublett, Felsenheld & Co.	42,156
San Diego & Gila R. R. Co.	41,899

106 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Louis Rose -----	36,330
P. W. Smith -----	35,700
J. S. Mannasse & Co. -----	38,566
Cave J. Coutts -----	26,122
Bank of San Diego -----	20,000
A. F. Hinchman -----	16,195
Joseph Nash -----	15,720
E. W. Morse -----	14,840
John Wolfskill -----	14,559
Levi Chase -----	14,100
Hawthorn & Wilcox -----	13,465
Robert Allison -----	13,238
Estate of James Hill (deceased)-----	11,616
S. S. Culverwell -----	11,113
McDonald & Co. -----	10,165

Reference already has been made to the fact that the Great Register of the county in 1871 showed 1,796 voters. By 1875 the number had grown to 2,304.

A view of conditions has been afforded. Now a few words about some of the San Diego men of the times. As a rule they were hardy, unafraid, full of the courage and convictions which actuated the pioneers of those days. A review of their names and their biographies shows that many of them are of Irish descent: some of the most prominent citizens of San Diego in 1871 fall into that list. Some were from the New England States and New York. Others—quite a large percentage of the total number—came from the Southern States; their presence and influence were felt during the Civil War period. As will be seen, a large proportion of them arrived in San Diego in 1869.

One notable survivor of that period in San Diego is Daniel Cleveland, who as those words are written, is the oldest practicing attorney of San Diego—filling out a record which he began here in 1869, when he arrived in the city and began the practice of law in partnership with his brother, William H. Cleveland, who had begun practice here in the Civil War days. Daniel Cleveland, who was born in Poughkeepsie, N. Y., on March 21, 1838, had gone to Texas in 1859. In August, 1865, as the Civil War was closing, he was commissioned mayor of San Antonio and in his term which lasted about a year, is credited with having put the city's finances into good condition. He had been pronounced in the support of the Union cause and was put in charge of the San Antonio Express, the first Republican paper of Texas. Late in 1866 he went to New York, remaining a year, then returned to the Pacific coast, practicing law at San Francisco for about two years. Here Mr. Cleveland was always prominent and active. Early attempts to get a railroad to San Diego enlisted his loyal support; he was actively identified with the negotiations of Tom Scott's proposed Texas & Pacific and was attorney for that road for about five years. He was also attorney for the Bank of San Diego. In 1869 he became senior warden of St. Paul's Episcopal Church and not only held that place for many years but also acted as lay-reader when there was no rector, as was often

the case. Trained early on commercial lines, later for the law, active in his practice for half a century, prominent in church and benevolent work, enthusiastic in the study of botany, with his knowledge of and services in that field recognized by distinguished experts, a considerable and successful investor in real estate, he has indeed marked out a notable career in San Diego—and all this he has done although for a number of years he has not been in robust health. His first marriage was in July, 1921. A member of a distinguished old family which included Grover Cleveland, President of the United States, he has kept the family name bright.

Another who arrived here at that time and who played an active part in the history of the '70s was Thomas L. Nesmith, a New Hampshire man. In 1870, when he set foot on San Diego soil, there was nothing much to indicate that some day a real city would be built here. Sagebrush and cactus were everywhere except in the little downtown section where, due to Horton's determination and activity, there were half a dozen buildings. The Horton House, to be sure, was going up, but it took courage for a new-comer to acquire full satisfaction of the future from the signs then visible; yet Nesmith, like many others, was confident and he remained with his family. It was Nesmith who was made chairman of the Citizens' Committee of Forty which started early negotiations for a railroad to the East and kept up the hope of San Diego until Tom Scott's plan failed. He was chairman of the big meeting which welcomed Scott and his distinguished party here in the summer of 1872. He was a leading citizen, respected by all who knew him. Incidentally, Nesmith's daughter, Henrietta, became the wife of Gen. A. W. Greely, chief of the signal service bureau and noted Arctic explorer.

Still another was Aaron Pauly, an Ohioan, who came to California overland among the first of the gold-seekers of the days of '49, and who remained in the northern part of the state until 1869, when he came to San Diego. He had been running a store at Maryville, and on arrival here he opened another, landing his first stock of goods of Horton's wharf, then recently finished. He too played a large part in the early history of the city, became prominent in real estate dealings and investments, was first President of the Chamber of Commerce, had a part in the work whose purpose was a transcontinental railroad ending at the port of San Diego; in association with D. C. Reed, who later became mayor, he built the Reed-Pauly block in what then was thought likely to become the business centre and was identified in many other ways with the progress of San Diego. Also, he was head of a company which built a wagon road from San Diego to Yuma, Ariz. One son, C. W. Pauly, is still a resident of San Diego and has been actively identified in recent years with banking interests of the city.

A remarkable sturdy San Diegan of those days was John G. Capron, who since 1867 had been in charge of the overland mail transportation. The mail was discontinued during the Civil War, but when that struggle was over the service was resumed. At that time the mail came across Imperial Valley from the East, a stop being made at Warner's, but then the line went up to Los Angeles and San Francisco, missing San Diego. In 1867 the route was changed

to include San Diego. The contractors had been losing money, it is related, and when the change was ordered they took that as a good excuse to throw up the contract. Capron, who had been mail driver, came to San Diego to reside and took the contract to carry the mail from El Paso to Los Angeles. He kept it until 1874. Mr. Capron died several years ago.

Capt. Samuel Warren Hackett was another "old-timer" who was a resident of San Diego at the time. From 1870 to 1878 he was engaged in cattle-raising in Lower California having sold out the whaling interests which had taken up most of his attention, but he was of course identified with the life of the community even in his absence, although not to such an extent as he had been with the progress of Old Town.

William E. High, a Pennsylvanian, had come here in 1869 and had bought 160 acres 18 miles southeast of the new town, but sold it in a few months for a larger section nearer town, adjoining the big National Rancho, and after a few years more came in as far as Chollas Valley and began raising fruit. That was in 1874, and High soon built up a reputation for excellent products. He was later identified with several institutions of the city and county including the Cuyamaca Railroad and the Consolidated National Bank.

George B. Hensley, a native of England, was another of the period. He too came in 1869 and, like High, went to ranching, his land being in the Tia Juana Valley. He and a brother have been credited with the discovery of the famous Stonewall gold mine at Julian. In 1872 he was made deputy county clerk, held the place a year and then opened an abstract office. He was active later in real estate business in the development of Pacific Beach and the attempt to build a railroad from San Diego to Old Town.

Still another who came here in 1869 was D. Choate, whose loyalty to San Diego is matched by that of his son, Rufus Choate, whose services in the Chamber of Commerce, in harbor development and in other ways in recent years have been such as to entitle him to much praise. The older Choate came from Maine to California with the gold-hunters of '49, landed at San Francisco when it was a straggling hamlet and went to the mines near Yuba. There he met with scant success, so went into the mercantile business at Ophir, where he remained for 17 years. Then, the mining business being none too good, he entered business in San Francisco, and after several months there came to San Diego on a visit, largely for his health. He did not even return north but wrote instructions for the closing out of his business and went into the real estate field in San Diego. He bought much of what was then "outside" property by the acre and split it up into city additions. In 1888 he had laid out 10 different additions and marketed them. The map of the city gives ample evidence of his activity, the Arnold and Choate addition being one of the best known in all the wide expanse of San Diego. He was postmaster of San Diego from 1875 to 1882.

A notable addition to those who reached San Diego in 1869 is the name of W. T. McNealy. He was a young Georgian who though only about 17 years old when the Civil War was ending was attached to the Confederate troops in the last few months of the great struggle.

He studied law for three years thereafter in Florida and then came to California, to which at the time many southerners were attracted. He went first to San Francisco, then came south to Los Angeles and, after a visit of a few days there, came by the old stage line to San Diego. He remained and soon became one of the city's leading attorneys. How rapid his progress was may be judged from the fact that after being here only a few months he was nominated and elected district attorney on the Democratic ticket. He was re-elected at the next election. He made an excellent and popular record in office and in 1873 was elected judge of the district court, his district comprising San Diego and San Bernardino counties. In 1879 the district court was abolished, and Judge McNealy was elected to the superior court which had been created, and thus was the first to hold that distinguished place in San Diego County. He resigned in 1886 on account of ill health and for a time practiced law in the city, but retired in 1888 after a remarkable career.

Still another prominent citizen who came to San Diego in 1869 and who was active in the city's life of 50 years ago was A. Klauber, whose name has been carried on through the years by the firm of Steiner & Klauber, its successor, Steiner, Klauber & Co., then Klauber & Levi, and, in recent years the Klauber-Wangenheim Company, wholesale dealers in groceries. The firm began as a general merchandise store in the early days, dry goods being included in its list of extensive transactions. In all the years it has been one of the largest houses in the Southern California field. Klauber was an Austrian, born in 1830, who came to this country when young. Soon after his arrival here the firm of Steiner & Klauber was organized and although San Diego of course was only a small town in those days, it was growing and the surrounding country was building up gradually and surely. Meeting the demands of the time, the firm's importance grew with the years. In 1871, the period to which this section of the book is devoted, Steiner & Klauber's store was at Seventh and I streets, as has already been noted. It was not until about 15 years later that the firm gave up retail business and devoted itself to the wholesale field. At that time the firm, then Klauber & Levi, had quarters at Fifth and Market (then H) streets. Klauber was prominent in the Masonic order, as was his old partner Simon Levi. Both took active part in the building up of San Diego in the early days, Levi entering the local field in 1876, after spending several years in general merchandise business at Temecula.

Another "Sixty-niner" of San Diego history was Charles J. Fox, the civil engineer whose name already has been mentioned in connection with a survey ordered as a preliminary to a railroad between Old Town and New Town in 1871. He was elected county surveyor twice, and was identified with a number of surveys important in the development of San Diego as a railroad terminus. Among these were surveys for the old Memphis & El Paso Railroad, the Texas & Pacific and the California Southern, the beginning of the Santa Fe's line into San Diego. He and his partner, H. I. Willey, afterwards surveyor-general of the state, prepared an official map of San Diego County, an important and arduous task in those days of difficult travel. He also was identified with the enterprise by

which a road was built through San Diego County and across what was then the desert of Imperial Valley to Fort Yuma; he was active in real estate transactions and in 1876 organized the Bee Keepers Association of San Diego County. All in all, his was a pretty notable contribution to San Diego's advancement that began in the early seventies. He belonged to a noted Massachusetts family and was born in Boston in 1834.

Another on the role of those who came to the city in 1869 was William Jorres, whose name was plainly stamped into San Diego history by what became known as the Jorres wharf, the first started in San Diego although not the first finished, for the Horton wharf, project of the indefatigable A. E. Horton, was rushed to completion in accordance with his plans to speed the progress of the town which he had mapped out. Jorres was a German who left his native land when a young man and spent several years in Buenos Ayres and Montevideo, then sailed to San Francisco with the later of the Argonauts and went to the gold mines. When the San Francisco fire of 1851 occurred he went to that city to help build it up again, became a contractor and remained in that business until he came to San Diego. Here he formed a partnership with S. S. Culverwell and built the Culverwell & Jorres wharf, to which reference has been made. This was generally known at first as the Culverwell wharf at the foot of F street, but in 1872 Jorres bought out his partner's interest, and the enterprise took his name. The year before he had started work on the new courthouse, as already noted, and that structure was completed by him in 1872. Several other old-time structures in San Diego—large and important buildings for those days—were put up by Jorres as contractor. Among them were the Commercial Bank, Fifth and G streets, and the Central Market, above the bank on Fifth street. He was county treasurer from 1878 to 1884. His son, G. W. Jorres, who had been connected with several banks of San Diego and was postmaster of the city from 1885 to 1887, died in 1921.

Of course Judge Oliver S. Witherby was in San Diego. With a residence spanning nearly half a century in San Diego, he built up a real reputation as a jurist and citizen and in a striking way linked the life of old San Diego, the life of the Spanish Old Town, with the life of the new San Diego, the town that Horton pushed into actuality. He was a veteran of the Mexican war, having gone into the service from Butler County, Ohio, where he had been prosecuting attorney, and came to San Diego with the boundary commission whose duty was to fix the line between the United States and Mexico. Here he remained and was elected to represent San Diego County as assemblyman in the first California legislature which met at Monterey in 1850 to frame the first laws of the Golden State. In 1851 he became the first judge of the Southern district of California and held that place until 1853, when President Pierce appointed him collector of customs for the port of San Diego. Leaving that post in 1857, Judge Witherby bought a ranch in Escondido and made a success of it, according to accounts of the period. After about ten years of ranching, he returned to San Diego, where he died Dec. 18, 1896.

Here too at the time was Ephraim W. Morse, who was one of the most noted of the early citizens of San Diego, a man of fine character, from the best of pioneer stock, and a real force in the upbuilding of the new city. Like many others who came to California at the height of the gold rush, he was a Massachusetts boy—he was only 26 years old when he sailed from Boston in 1849 with a company made up largely of friends and acquaintances. After a few weeks in the Yuba River section he fell a victim to illness and left with many of the company who were in similar plight for San Francisco. There, still ill, he heard of San Diego, and came here to regain health and gain a competence. He got back his health and got a start on a competence. In 1851 he went home to claim a bride, Miss Lydia A. Gray of Amesbury, his old home, and brought her back to San Diego with him. She died five years later but left him a son, Edward W. In 1852 Mr. Morse was elected associate judge of the court of sessions of San Diego County and in 1853 was made a member of the board of trustees. In 1865 he took another wife, Miss Mary O. Walker, who had come from Manchester, N. H. to teach at the Old Town school. In 1869, when Horton's "boom" had begun to make the New Town's influence felt, Morse moved from Old Town to South San Diego, as it then was, selling out his mercantile business when he made the change. He was one of the founders of the Bank of San Diego in 1870 and also aided in organizing the Consolidated National Bank, which succeeded the Bank of San Diego in later years, and was a director of the new institution for many years. He was active in many lines which the city took in its advancement, including, of course, the railroad agitation, and held two county offices. He was identified with the erection of two of the largest buildings put up in San Diego in the '80s; one of these was the five-story Pierce-Morse Block, at Sixth and F streets, which he built in partnership with James M. Pierce, and which was described at the time as "the first building thoroughly metropolitan in appearance erected in San Diego." The other was Morse, Whaley and Dalton building on Fifth Street next to the old home of the First National Bank. Mr. Morse was active also in the improvement of San Diego's growing school system and in the preservation of the great city park, now Balboa Park. He died Jan. 17, 1906.

The Whaley associated with Morse in the Fifth Street building just mentioned was Thomas Whaley, who came from New York to San Diego. Although not so fortunate in business as his activities warranted, he left a real mark in local history and deserves more than mere passing mention—all the more so because of the interesting details of his career. He was an associate at various times of E. W. Morse, Philip Crosthwaite, Charles P. Noell and R. H. Dalton, all well known San Diegans. Mr. Whaley, who was of Irish ancestry, came around the Horn in 1849 with the gold-seeking swarm of Americans who sought fortune in California, and went into mercantile business in San Francisco. Prosperity was looming up for him in his venture when a change of grade was made on Montgomery Street that left his building 15 feet below the mark set by the authorities. The tenants of the building which he and his associates had erected moved out and his business was lost. In 1851 two new

business associates who had joined with him—Lewis A. Franklin and George H. Davis—came to San Diego and decided to stay here. They persuaded Whaley to follow them. With Franklin he formed a partnership and opened a general store on the old plaza at Old Town. After a few months of that business connection Mr. Whaley went in with John Hinton in another similar venture in Old Town which was remarkably successful. It is related that the net profits in the first year were more than \$18,000. The next year, 1853, Morse entered the firm, and that summer Mr. Whaley went on a visit to New York. There he married Miss Anna E. Lannay, a descendant of two French families, and brought his bride from the comforts and culture of the Eastern metropolis to share his fortunes in the rough little settlement on the shores of far away San Diego Bay. Mrs. Whaley's impressions of the place on her arrival and shortly thereafter are themselves of no small interest. It is not strange that the young bride found it hard to accustom herself to the wild-looking Indians and the rather primitive customs of some of the whites here at that time. Morse retired from the store partnership three years later, and Whaley carried it on alone for some time, also engaging in brick-making. His brick house, erected in 1856, is said to have been the first of the kind built on the California coast south of San Francisco. In 1859 he went to San Francisco to act as commissary for the Government and later went to Alaska, on its transfer from Russia. He did not return to San Diego until late in 1868, when he engaged again in business at Old Town. Although Old Town was still a hustling little place, the new town was acquiring an importance which pointed to its success, and in 1869 Whaley went there, buying out his old partner, Morse, to get a site, as related in Van Dyke's history of the county, in order to obtain a good site. He was not successful, however, and a few years later went to New York, where he remained for five years. When he came back in 1879 it was, it is related, with only a small amount of money. He entered the real estate field, however, and did so well that he was able to retire in 1888. For a time, as has been mentioned, the county records were kept in a building owned by Whaley at Old Town and were removed from that place to the new town in 1871. His daughter, Miss Whaley, has been for some time a valued member of the public library staff and instrumental in preserving many of the valuable historical data of San Diego. At one time he was a large property owner in San Diego.

Mention already has been made of Judge M. A. Luce, who had been prominent as a citizen and attorney for nearly fifty years. He has seen San Diego from the days of the Tom Scott boom to the present and in many of those days he had been an active figure—spare of figure and far from robust but still keenly active. He was born in Illinois in 1842 of New England parents and lived with them until he left to prepare for college at Hillsdale, Mich. He spent part of his time educating himself and the rest in educating others that he might have the money to go ahead with his own training. In 1861 when the call to arms was sounded in the great Civil war, he left his studies and enlisted. He not only saw all the fighting that one man could well see but took an active part in it and acquitted

himself with notable bravery and fidelity. The space allotted to the writer does not permit a full account of it all here, but it may be said that his record was one of which any patriot might be proud. His record extends from Bull Run to Gettysburg and through to Cold Harbor and Petersburg. The war over, he went back to Hillsdale, graduating in 1866. Then he studied law and soon began practice in his native state.

"I came here," said Judge Luce recently, "because I had developed a weak throat. It troubled me so much that I could not well deliver an address to a jury, and I thought that it was time that I was coming to a gentler climate. I had subscribed to the San Diego Union in the fall of 1872, and what I read in that newspaper about San Diego proved so satisfactory that I started here, arriving in May, 1873. My first office was on the south side of the Plaza, in a two-story building on the site of what is now the Cabrillo theatre. My first partner was H. H. Wildey, a former soldier in the Confederate army. I had been in the Federal army, of course, but we got along very well. Mr. Wildey afterwards became district attorney of San Diego County."

In 1875 Mr. Luce was elected judge of the county court and served in that capacity for four years, when the new state constitution abolished that court, or, rather, combined that court and the district court in the superior court of the present day. Soon after leaving the bench he became identified with the work which succeeded in bringing the Santa Fe to the Pacific shore. He was vice president and attorney of the California Southern Railroad Company, organized in 1880 as the connecting link for the Santa Fe. He also has served as attorney in several other notable ways, was for a time active in politics and has been prominent and active in the affairs of the First Unitarian Church of San Diego ever since its organization. He and Mrs. Luce, who was Miss Adelaide Mantania of Avon, Illinois, have had six children, one of whom is Edgar A. Luce, Superior Judge of San Diego County, formerly state senator.

A little less than a year after Judge Luce arrived in San Diego there came to the city a man of truly remarkable attainments and ability—a young surgeon of foreign birth who had served through part of the American Civil war and all of the Franco-Prussian war and who had started to San Diego to build up a physique which had undergone a hard strain in his service abroad. He is Dr. P. C. Remondino, the dean of the medical fraternity in San Diego. Still living, and still working, he has not only retained his ability but has continued to add richly even through his later years, to his vast store of knowledge. Possessed of a marvelously retentive and accurate memory, he is a perfect storehouse of information and historical facts. Doctor Remondino was born in Turin, Italy, Feb. 10, 1846, and received his early education in a Catholic school. His father brought him to America in 1854 and settled at Wabasha, Minnesota, where the older Remondino engaged in mercantile business. When he was only sixteen years old he entered Jefferson College at Philadelphia and began the study of medicine. The Civil war had started at the time and in 1864 the demand for surgeons to attend to wounded Federal troops was so urgent that the young student volun-

teered with some of his college mates and was assigned to hospital duty. Later he did field duty with a Pennsylvania artillery regiment, with which, at the close of the war, he was mustered out. Then he went back to his home in Minnesota and practiced there until the Franco-Prussian war broke out. Love of adventure and admiration for the French took him overseas for service with the French army. With him he took enthusiastic credentials from State and Washington officials and had no trouble in getting an appointment as surgeon. Not only that, he obtained a commission which Doctor Remondino recently said was the only one thus granted to an American—a fact which caused one of the French high officers some surprise when the mustering-out process began. The French commander at the time was paying the way of each man to his home, and when the officer learned where the young surgeon's home was he was nonplused. The best he could do was to pay Doctor Remondino's way to the most convenient seaport. Doctor Remondino, however, delayed his departure for the United States until he had made an extensive trip through Italy, Switzerland and England. He resumed his practice late in 1871. Coming here in January, 1874, he met an old classmate, Dr. Robert J. Gregg, who had started practice in Old Town in 1868 and had moved to the new town; Doctor Remondino opened an office next door on the west side of Fifth street between E and F and began practice in his new home. He was city physician in 1875 and 1876 and was several times county physician, besides being surgeon for several corporations. In 1879 he built a hospital in partnership with Dr. Thomas C. Stockton, a pioneer physician of the new town, but had to abandon the plan because it did not pay. In 1885 Doctor Remondino built the old St. James Hotel which was at Sixth and F streets and which was opened in February, 1886—a fine building for the times. He has not only remained in practice but has kept in touch with developments of his profession and has written a number of works on medical subjects which have commanded attention both at home and abroad. In addition he has been an expert student of climatology and has contributed a valuable addition to its literature, his subject being San Diego's climate. He is now at work on an exhaustive history of medicine. His library is a remarkable collection of books. His home also contains a remarkable collection of rifles and other guns in which he has taken a marked interest. It may be added that Doctor Remondino has upheld the finest traditions of his calling by paying devoted attention to many cases when little or no monetary remuneration for his services could be expected. He was married in 1877 to Miss Sophie Earle. They had four children, Carrie Katherine, now Mrs. B. V. Franklin, wife of Doctor Franklin; Frederick Earle Remondino, Louise Remondino, now Mrs. Alfred Stahel, and Dr. Charles Henry Earle Remondino.

George W. Hazzard, whose name has become well known by San Diegans and who is credited with having opened the first grocery store in San Diego, came to the city late in 1868. He was a native of Indiana. His first venture here was to take up 160 acres of land in the Otay valley. He found, however, that he could not improve it and after several changes came into the city and opened a grocery at Fifth and I streets. Success followed this step, but in 1871, be-

lieving that National City, by reason of the proposed Texas & Pacific Railroad, was to be important, he went there, taking some land from the Kimball brothers. Three years later, he returned to San Diego and soon erected a brick store building, one of the first in the city, at Sixth and H streets, and engaged in general merchandise business until 1882 when he sold out. Later he entered the real estate field and was highly successful. Mr. Hazzard was one of the incorporators of the San Diego Water Company, was interested in the city's gas company in the late '70s and early '80s, was an incorporator of the Masonic Building Association and was active for years in the Chamber of Commerce, of which he was president in 1880 and 1881. He retired from active work some years ago. He was born in February, 1845.

Another San Diegan of the same period is Philip Morse, who has been identified with the lumber business in San Diego almost continuously since his arrival here in March, 1869, when he came from San Francisco to represent a firm of that city. For about four years—from 1879 to 1883—he was in Arizona on lumber business, being associated with Jacob Gruendike. On his return he and his father-in-law, George W. B. McDonald, formed the firm of McDonald and Co. Soon after that Mr. Morse became associated with several San Francisco men in the formation of the San Diego Lumber Company, of which Morse was made general manager. He also was interested at times in other business enterprises and for some time, in recent years, has been a director of the Southern Trust and Commerce Bank. In 1875 and 1876 he served as city treasurer, has served on the city board of education and has taken an active interest for many years in the Y. M. C. A. Mr. Morse's literary accomplishments have induced him to make a number of contributions to newspapers and magazines, his verse and humor finding ready acceptance. He was born in Fayette, Maine, on May 23, 1845. On May 23, 1870, he married Miss Sarah McDonald of San Diego, daughter of a prominent resident of the city.

Of influence in the civic and religious life of San Diego in those days was George W. B. McDonald, well remembered by many older residents of the city. He came to San Diego from San Francisco in 1869 and was one of the founders of the First Methodist Episcopal Church, of which for many years he was Sunday school superintendent. He was one of the early supervisors of the county, served later as deputy collector of customs at this port and was one of the leaders in the Philharmonic Society, which during the first six years of the city did much to provide wholesome enjoyment for San Diegans. He died on Feb. 8, 1886. One of his two daughters is Mrs. Philip Morse.

Another prominent resident of San Diego at the time was Major Levi Chase, a native of Maine and a veteran of the Civil war, who came here in 1868, engaged at once in the practice of law and ultimately was connected with much of the important litigation arising in San Diego County for many years thereafter. At the time of his death, May 31, 1906, he was referred to as the oldest member of the San Diego Bar Association. One of the important pieces of litigation which he undertook was to settle the title and boundaries

116 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

of El Cajon Rancho. The Chase residence in San Diego was one of the "show places" of the city in the '70s.

The list of the men who were in San Diego fifty years ago and who attained prominence in the life of the little city of those days is a long one. It has been impossible to do more in the space allotted than to present a somewhat representative list. Other names, which do not appear here, might well have been included but for that reason.

CHAPTER X

HORTON COMES TO SAN DIEGO

Considering the means at his command and weighing the obstacles against which he had to struggle, Alonzo Erastus Horton almost literally accomplished wonders in San Diego. For he came here to the port when the new town of Davis and Gray had faded away almost to nothing, saw almost at a glance that their site, the site which the city now occupies—if spread from that “new town” of the '50s—was the real site and thereon built a city. He started with nothing but the site and its advantages and a small capital and out of it all made what he had dreamed could and would be made.

A. E. Horton was a really remarkable man. Powerful in build, with shrewd yet kindly eyes, firm chin—a man who at first glance might have been thought to be little more than a clever, bold trader—he possessed withal a tremendously broad vision and the creative faculty to make such a vision count. He was not, strictly speaking, a philanthropist; yet he was generous to a degree, giving of his land to all civic enterprises of merit and often lifting the burden from some unfortunate purchaser. He wanted, of course, to make a city at San Diego and to profit thereby and realized that to foster worthy enterprise, to encourage home-building and the construction of churches and hotels was good policy; but his donations were made in a broad-minded, generous way. As it turned out, he did not die a wealthy man; yet his late years were filled, according to the one best qualified to speak on that subject—his wife—with a complete satisfaction that around his home there had grown up a great city.

“He had a great, broad vision,” said Mrs. Horton in a recent talk with the writer of this history. “He foresaw all that came to pass in San Diego in his life time. He was never surprised at any of the great improvements which were made here in his later years. One might think that he would have been sorry when the old Horton House, the fine hotel he had built, was torn down to make room for a modern structure. But he was not sorry; to the contrary, he was glad to see the fine new building go up.”

So he was with all other improvements which the men who came after him, working on the beginnings he had made, improved upon his plan and broadened the city out.

Smythe has directed attention to the fact that the previous and unsuccessful attempt of Gray and Davis to establish a town at what is now San Diego did not work in Horton's favor; there were many who looked on Horton's attempt as due to fail because of the earlier failure. Yet Horton realized that the time in which he came was better for such an attempt than was that of the Gray-Davis effort, and he had the force of character to see it through. As Smythe

adds, "it is easy enough to criticize the man who did it; it is not so easy to duplicate the achievement, nor was it ever done before by the will of a single individual, without capital, without the support of some religious, social or commercial organization. Horton well deserves the tribute. Also he well deserves the kindly name "Father" which San Diegans bestowed on the founder of the city in his later years.

Horton first came to San Diego in April, 1867. He was a Connecticut Yankee and at the time was in his 54th year. As a boy he was brought up in humble circumstances in Northern New York, where, to help support the family, he worked at various tasks—as a timber-cutter, a grocery clerk, a lake sailor and in other lines of endeavor. Incidentally, he gained a reputation as a wrestler of great strength. Despite this physical prowess, he developed a cough, which led his doctor to believe that young Horton had consumption and to advise the young man to go west. So Horton went to Wisconsin, where he traded in land and cattle, using his natural shrewdness in what was then a new land for most Americans. When the Mexican war ended, he bought some soldiers' land warrants at a good price for the buyer and laid out the town of Hortonville, Wisconsin. In a few years he had cleaned up a good amount of money and decided to go on to the Pacific coast with the many then bound on the hunt for gold. That was in 1851. In the mining region he worked with some degree of success in purchases of gold dust. In 1856 he pulled up his stakes and went back East by way of Panama, where the passengers got into a fight with natives with the result that many were robbed. Horton himself lost \$10,000, but saved \$5,000 which he carried in a belt. He fought for several years at Washington, making frequent trips to the capital, to have steps for redress taken.

Horton in the early '60s returned to the Pacific coast and in 1867 was in San Francisco where he had a small furniture business. Horton at the time had a bad cough, and perhaps he remembered the warning which the doctor had sounded many years before. At any rate, when he heard of the climatic and other advantages of San Diego, he quickly made up his mind to move there. These advantages were spread forth by a speaker at a meeting to which Horton happened to be invited. The speaker told of the harbors on the Pacific Coast, starting at Seattle and working south with his description. At last he came to San Diego, which, according to Horton, he described as one of the most healthful places on earth and possessing a great harbor. Horton looked the place up on a map and then decided to sell out his business and move. The sale took him only three days, and then Horton took passage on the steamer Pacific. The Wells-Fargo agent on the boat was as enthusiastic about San Diego as had been the speaker whose glowing praise of San Diego had sent Horton away from San Francisco, and by the time the steamer reached the narrow old wharf at "New Town," Horton's expectations had been keyed up to high pitch. In those days passengers from the steamer went by wagon from the wharf to Old Town. Horton later related that when he arrived at Old Town he expressed himself forcibly as being very doubtful about the Old Town site.

"It doesn't lie right," he said. "The city ought to be down there by the wharf."

That remark led to the famous auction at which Horton bought a thousand acres at an average price of twenty-six cents an acre. E. W. Morse, the kindly, thoughtful, loyal San Diegan who later became well known in the city, was Wells-Fargo agent at Old Town, and he had stood by as Horton had spoken for a new San Diego. It was Morse who suggested the auction, and the two soon began a friendship which lasted until death took Morse away. Horton paid \$10 to have a special election of trustees called so there would be no doubt as to the legality of the auction plan and then went shooting quail, which abounded here in those days and in so doing lost his cough. He also went out with Morse and looked over the new town-site. When Sunday came he went to Fr. Antonio D. Ubach's little Catholic church and attracted considerable attention to himself by putting \$5 into the collection plate. At the special election Morse, Joseph S. Mannassee and Thomas H. Bush, men for whom Horton had declared a preference, were unanimously elected. Then the auction of the pueblo lands was held, with Morse as auctioneer. Horton got the land he wanted practically without opposition, and then, having had the deeds recorded, went back to San Francisco to tell his friends about San Diego.

Lieutenant Derby (John Phoenix) in his jovial description of the city as "Sandyago" had not done much to advertise it in the best way, and it may be that there were many scoffers when Horton returned to the north and began to talk about the town which he had bought. Yet Horton said later that "large crowds" gathered around him when he told of what he had seen and surveyed and bought and that all were interested. Among those who heard what Horton had to say was Gen. William S. Rosecrans, who was considering a plan to build a railroad through to California and he evinced real interest in what Horton related. The upshot of this was that the general took passage with Horton when the latter started back to San Diego. Horton and Rosecrans got a team and rode out to Jacumba Pass, looked over into Imperial Valley and took observations along the road. Horton had been quoted as saying that Rosecrans declared this southern route the best he had seen for a railroad to enter California. The two went back to San Francisco together and soon after that, according to Horton, he received an offer, through Rosecrans, of \$250,000 for Horton's land in San Diego. Horton made up his mind that if it was worth that much, he would hang to it and make what profits there were to be made, and the deal was called off.

Horton soon returned to San Diego and started the building of the city of which he had dreamed. He bought from William H. Davis a small building down on the waterfront and got Capt. S. S. Dunnells to start a hotel in it. He began building a wharf which cost about \$45,000, at the foot of Fifth Street and then began selling lots or even offering some of them free if those who took them would build. Soon a score of buildings were started on Fifth Street down near the bayshore. Others soon followed.

San Diego was strongly Democratic in political sentiment, for various reasons, one of which was, that not a few former Southerners,



THE OLD HORTON HOUSE

Which stood on the same site as that now occupied by the U. S. Grant Hotel, one of the best known hotels of the West. In the foreground is the City Plaza.

This photograph, taken by Herbert R. Fitch, was made about 1895.

or sympathizers with the South in the war, had settled here. Horton, however, was an ardent Republican and seemed to be determined to do something for the party of his choice while building up a new city. To use his own words, he was "a Black Republican" and he was rather given to expressing his political views. In an interview given in 1905 Horton said that on one occasion soon after his arrival in San Diego he was warned that it would be dangerous for him to talk freely on Republican lines, the man who gave the warning saying that San Diego was "the worst Copperhead hole in California."

"I will make it a Republican hole before I have been here very long," was Horton's confident rejoinder.

Horton kept his word. He gave it out that he would employ none but Republicans and as he had the work for men to do and the money with which to pay them, his influence was, to say the least, strong. The Republicans elected a number of their candidates in the fall of 1871, and since then, with few exceptions, the county and city have been strongly Republican.

Horton's venture was successful almost from the start. New-comers began to arrive, and the demand for property here sent the price of Horton's lots up. Horton himself said later that some times after the arrival of a steamer from the north he would take in from \$5,000 to \$20,000 a day. He took money in so fast that he became tired of handling it, much as the later real estate dealers of the boom days of 1887 and 1888 became tired of taking in money for San Diego lots.

In January, 1870, Horton began building the Horton House, which cost about \$150,000. His widow said recently that when this plan was announced, some indignation was expressed, some of the residents of the new San Diego accusing him of "starting a town 'way out upon D street." In nine months the hotel was finished, and for many a year it was known throughout the Southwest as the finest hotel in that section. It contained 100 rooms, was three stories high, had all of the conveniences of the period and soon became famous. George W. Marston, who later became well known as a merchant, was the first clerk. Not long after that Marston started his store at Fifth and F streets, and that was the farthest store "uptown" for some time. The hotel building was constructed partly of brick and partly of wood, of which two steamer loads were brought to San Diego for the purpose.

Striking evidence of the rather isolated situation of the Horton House is afforded in an old photograph, taken in 1872, of Broadway looking west from Fifth Street. On the northwest corner where now towers the Holzwasser building was a grocery store. Apparently only one other building was between that and the Horton House. On the southwest corner of Third and Broadway, where the fine Union building now stands, was shown the old Horton bank building in process of construction. The only animate objects shown in this photograph from what is now the city's "busiest corner" were a horse and three men, one of whom sat, comfortably tilted back, in a chair at the entrance of the building east of the corner grocery. It was a peaceful scene this which the photographer caught, and if a man had stood by him and had discharged a cannon with only reasonably

careful aim, he could have shot right down Broadway without disturbing anything but the serenity of the occasion.

Not long after starting the hotel, Horton began construction of the Horton bank building at the southwest corner of Third and D streets. It was intended originally to contain the offices of Colonel Scott's Texas & Pacific Railroad, which did not materialize. When this structure was completed, there probably was no finer building south of San Francisco in the whole state. When it was razed in 1906 to make room for the present Union building, this account of the old structure was printed in the Union:

"At that time 'Father' Horton was in the prime of his life, and probably the richest and most powerful man in Southern California. The Union building was his particular pet project. Into it he put thought and effort. It was to stand in the future as a monument to the far sightedness of its builder. And during his life it was such.

"'Father' Horton spared no expense in its construction. He did not figure whether by decreasing its cost in some particular he could add to the percentage its revenues would return. He merely sought what was the best material to put into it and the best men to do the work. The rest was simple. He gathered the material, and the men to do the work were found and told to go ahead.

"They were hired by the day and were constantly under the eye of Mr. Horton. They had no object in working hastily or in substituting cheap material, and they did not do so.

"As an instance of the thoroughness of construction one might mention the bank vault in the corner room of the building. A base was laid for it nine or ten feet thick. Not content with mixing merely broken rock and mortar together, Mr. Horton had collected all the empty bottles in town. These were broken up and thoroughly mixed with the cement, not only to add strength but to make the way more dangerous for any possible burglar who might seek to burrow under the vault upward into it."

For several years the old bank building was used by the San Diego Union and by officers of the Spreckles companies.

The new town began to grow in a remarkably fast manner. Horton kept the pace fast. He gave away lots to each of the church organizations, and some of them soon became very valuable. An instance of this was seen in the old Methodist Church block at Fourth Street and Broadway; by 1888 this had reached a value of \$60,000. It was then asserted that the real estate which Horton had given away would reach the value of a million dollars and that in addition he had put more than \$700,000 of his own money into the improvement of the city. His receipts at first were small, but by 1869, two years after he started the city, they had reached \$85,000 a year. One writer says that in all Horton gave away more than a score of blocks and many lots. On one of these blocks the courthouse was built. When financial conditions were bad, Horton kept up his good work, employing men, encouraging building, providing homes, assuming financial burdens and asserting his faith in San Diego. When a church could not raise money for its building, to be put on a lot

already given by Horton, the father of the town often helped to swell the building fund and to make it large enough for the purpose outlined.

In 1869 the new town claimed some 3,000 inhabitants, and "additions" were being laid out and marketed. Hundreds of newcomers were pouring in, and the little hotel run by Captain Dunnells was by no means able to take care of the new arrivals, so new hotels were planned. The Bay View Hotel at Fifth and F streets was the first erected in Horton's addition; it was started in 1868; Horton's big hotel, "the finest in Southern California," was opened in 1870. The steamers from San Francisco were bringing in many who wanted homes in San Diego. There was complaint of "high rents" and the scarcity of homes. At the close of 1869, so the newspapers reported, there were nearly 450 buildings in the city.

The spirit of the new and growing town was strikingly shown in its Fourth of July celebration of 1869. It lasted three days and nights and was long a pleasant topic of conversation among old San Diegans. On Saturday, the first day of the program, there was a large meeting in Horton's warehouse. Daniel Cleveland, who had arrived only in the previous May, gave the ovation of the day—a notable address, according to newspaper comment. G. W. B. McDonald, father-in-law of Philip Morse, still residing here, was president of the day. Rev. Sidney Wilbur, who organized an Episcopalian parish in San Diego—the first regular church in the new town—gave the prayer. Capt. Matthew Sherman, who later laid out Sherman's addition and who became mayor in 1891, read the declaration of Independence. There was celebration all around San Diego, Old Town and Monument City sharing in the festivities.

San Diego's activity in building and other progress was marked in 1870. Horton was instrumental in getting the Western Union Telegraph Company to extend its line here and headed a movement for an \$8,000 subsidy. The line was opened up Aug. 19, 1870, and has been open ever since except for short periods such as that following the great flood of 1916 which ripped out poles and wires all along the coast of Southern California. Daily mail service between Los Angeles and San Diego also was established, and the city began to be a real city as far as communication with the outside world is concerned. Horton's Hall at Sixth and F streets, and the Bank of San Diego, the first of the city, were started and completed. Horton was first president of the bank. The national census of that year gave the city 2,300 inhabitants and 915 houses.

Some idea of the magnitude of Horton's operations may be gained from the following table, made in 1873, of his enterprises:

The Horton House, erected at a cost of \$125,000, with about \$25,000 added for furnishings; the residence then occupied by Thomas L. Nesmith, \$9,000; Horton's Hall, \$10,000; wharf, later bought by the Pacific Mail Steamship Company, \$40,000; bank building at Third and D streets, \$50,000; building at Sixth and G streets, \$8,000; residence Sixth and A streets, \$4,500; building Ninth and H streets, \$1,500, and several other smaller buildings.

San Diego's first "boom," thus so enthusiastically and auspiciously launched, died down in 1873 following the receipt of the news that

Col. Thomas A. Scott could not build the proposed Texas & Pacific into San Diego—a matter told in some detail in another part of this book—and for several years after that San Diego was a quiet place. It was natural that it should be, for the hard times which began in the nation in 1873 soon spread to the Pacific coast and put the brakes effectually on progress there. Still the town grew even in those dull times. Some there were who had come to San Diego, had been unable to “make a go of it” and who turned to Horton for aid. If he held a contract from such a man, this contract was taken up and the original purchaser paid back “dollar for dollar.” Such was Horton’s faith in the town, and such was his way of doing business.

This place seems an appropriate one for a few more words concerning the personal side of Horton. Reference already has been made to the fact that he was physically a powerful man. Mrs. Horton recently recalled in a conversation with the writer a little incident to which the pioneer often referred with a chuckle in his later years.

“On one occasion,” said Mrs. Horton, “Mr. Horton went to San Francisco to get the gold coin to start his bank at the southwest corner of Third and D streets. He brought the gold back in a bag and when he left the steamer he carried it without apparent effort, for although it was very heavy he was a very strong man, and such burdens meant nothing to him. When the porter came up, Mr. Horton said, ‘How much will you carry this bag up for?’ I suppose the man said he would do it for two bits or four bits, whatever his price was. At any rate, Mr. Horton gave him the bag to carry, and he simply staggered under the load. Mr. Horton was very much amused at this and often told about it with a merry laugh at the recollection of the incident.”

Horton was about 5 feet, 10 inches in height and weighed about 180 pounds. Even in his later years—he lived to be more than ninety-five—he nearly always was healthy and vigorous and always optimistic. He did not smoke or drink, and Mrs. Horton says that for many years he did not like the odor of tobacco smoke. But in his late years he became a member of the San Diego lodge of Elks and often after attending their meetings came home uncomplaining with the odor of his fellow-lodgemen’s cigar smoke lingering in his garments. He nearly always wore a black frock coat and black silk hat when on the street. He was very fond of music, sang a little and liked to attend the theatres.

Mr. Horton’s first wife was a Miss Sarah Babe. She died in the late ’80s. Mr. Horton in November, 1890, married the present Mrs. Horton, then the widow of William Knapp, a retired navy officer.

The father of San Diego passed away in January, 1909, after an illness of about six weeks. He suffered in his last twenty years on occasions from a recurrence of poison oak poisoning, and this in his last few days caused him much pain.

Mrs. Horton recently said to the writer:

“Mr. Horton often told me about going up, soon after he came to San Diego, to about where the courthouse now is and standing

there thinking what a beautiful location this was for a great city. He also often told me of going to the rise in ground at about Date or Elm streets, and in later years he said: 'I am not surprised at what has happened here in San Diego. I have seen it all—the tall buildings and great ships at anchor, taller buildings and greater ships than I had ever seen. I dreamed it all.' Mr. Horton actually did have dreams like this; they were not mere pictures of the fancy but actual dreams.

"Mr. Horton's first house in San Diego was one which William Heath Davis had brought from the east. One of these houses was used as Dunnells' Hotel. His second was down near where the gas works now are—'way down there. Mr. Horton then built at Tenth and G streets; that was an English cottage. He had a whole block for his residence. Thos. L. Nesmith had this house later, and after that it was moved to Second and Beech streets. The second residence he built for himself in San Diego was erected in 1873 and was at Sixth and A streets. It cost \$5,000. He later built a house of twelve rooms at First and Fir streets and still later another at State and Olive streets in Middletown and it had eleven rooms."

CHAPTER XI

BEFORE THE BOOM

In 1870 the Federal census gave the County of San Diego a population of 4,951. The population of the new city at that particular time has been variously estimated, the figures ranging from "nearly 3,000" down to about 2,300. Perhaps the total was nearly 2,500. It kept increasing with the hope that the Texas & Pacific Railroad would



THE OLD COURTHOUSE

On Broadway between Front and Union streets. Photograph by Parker & Parker in Chamber of Commerce booklet issued in 1874. The old building forms the central part of the present courthouse.

be built through by Thomas A. Scott, as told in another chapter of this book; but, with the failure of that plan in 1873 and despite hopes held until about 1878 that the Scott plan would materialize after all, the population dwindled or stood still, and progress was slow. The Federal census of 1880 gave San Diego County 8,618 population and the new city 2,637. The assessed valuation of the county in 1870 was \$4,480,456. In 1880, ten years later, it had grown to only \$4,995,469.

Between 1880 and 1885, however, San Diego registered a very decided growth, as evidenced by the assessed valuation of the county

in that year; the total was \$11,707,737. A large part of that growth was due of course to the coming here of the Santa Fe Railroad, through its local connection, the California Southern; that railroad development is set forth in some detail elsewhere in this book. In 1890 the population of the city was 16,156, despite the loss sustained after the collapse of the "big boom," which ended in 1888. The county's population meanwhile had grown to 34,987.

San Diego had grown to be a city of some consequence. The boom brought it many improvements, but San Diego's progress was not due by any means to that alone. That healthy progress was easily discernible as early as 1885, as shown by this editorial comment in the San Diego Union, early in 1886:

"In point of fact, a great transformation is taking place. The new buildings, both in the business and residence sections of the city, are beginning to outnumber the old ones. The character of these improvements, too, in style of architecture and cost of construction, is notably superior. We are building for years and not for days. The work now being done bears the stamp of permanence. During 1855 there were erected 219 business and residence buildings, at a total cost, in round numbers, of \$769,000. Nearly all of this construction was in the last half of the year, and a very large proportion of the capital thus invested was brought here from abroad. * * * The change in the outward appearance of San Diego is not more remarkable than that in the population of the city. The new comers decidedly outnumber the old residents. One who had been absent for a year, returning today, might fancy himself in a strange place, he would meet so many new faces on the streets and in the public places. * * * A spirit of activity is in the very air in which live men move, and San Diego is full of live men today."

As early as 1870 an attempt was made in San Diego to furnish gas for lighting. The attempt failed, although machinery was installed at some expense, and there was no renewal of the effort until 1881, when the San Diego Gas Company was formed. The incorporators were O. S. Witherby, George A. Cowles, Dr. R. M. Powers, E. W. Morse, Gordon & Hazzard, Bryant Howard and M. G. Elmore. A plant in which petroleum was used was built at a cost of about \$30,000 at Tenth and M streets. Two years later the fuel was changed to coal, and from that time on the venture was a success, the company's list of patrons making steady growth almost in every year.

Toward the end of 1885 the Jenney Electric Company completed a plant for the manufacture and distribution of electricity for lighting. Street lights, the first being on tall towers well remembered in the present day, were turned on March 16, 1886. It was asserted then that much better lighting effects would have been obtained by more frequent, lower lights, and the truth of this assertion became evident in a short time: yet the old tower lights remained in service for many years after that.

The San Diego Telephone Company was organized in May, 1882, the officers being J. W. Thompson, president and treasurer,

and Douglass Gunn, secretary. Other directors were A. Wentscher, J. A. Fairchild and Simon Levi. The company started out with only thirteen subscribers in June, 1882, but the number had grown to nearly 300 by 1887.

Street improvements in the early days were few. The streets were very dusty in summer and very muddy whenever it rained in the "winter" season. A few board walks helped out a little bit downtown, but there was felt to be little pressing need for more permanent improvement until some years after the boom. In 1886, however, after a long discussion in which prominent citizens took an active part, the city decided to hold a bond election for a sewer system, the need for which was evident by that time. At the election, which was held in the spring of 1887, when San Diego was growing with remarkable rapidity, the city voted \$400,000 bonds for the sewer system. The work, which was carried on under a plan submitted by Col. George E. Waring of Newport, Rhode Island, was completed in the summer of 1888. It included 211,560 feet of pipe. The job was a good one, as shown by the constant use of the pipe to this day.

It was not until 1886 that San Diego had a street car line. The first cars, drawn by horses, ran two miles up Fifth street. Other lines were soon built up D street, now Broadway; on H street, now Market, and on First street. On Jan. 1, 1888, at the height of the boom, San Diego had more than thirty-six miles of street railway either in operation or in construction.

Water development was started early in the history of the new city of San Diego. Necessity for a domestic supply dictated that movement. At first the development took the form of wells, from which water was peddled about town from wagons at the rate of "two bits" a pail. Some residents, the wealthier, sank wells of their own and used windmills to get a supply for home and garden. San Diego outgrew that method in the early seventies, and early in 1873 the San Diego Water Company was organized. Prominent in it were Jacob Gruendike, D. W. Briant, H. M. Covert, D. O. McCarthy, William K. Gardner, B. F. Nudd and Return Roberts. Covert was its first president. The engineers went up to Pound Canyon, at the southeast corner of the city park and drilled two wells and built two small reservoirs, into which the water was pumped. It was believed rather generally at the time that the supply thus obtained would be sufficient for a much larger population than San Diego then had, but by 1875 it was demonstrated that another source must be developed. So a reservoir was built on University Heights, and water was pumped from the bed of the San Diego river. A long tunnel helped to convey the water to the city, then on the lower levels and not at all on the "mesa," where later sections were soon built.

It was not until 1889 that the San Diego Flume Company, after many trials and tribulations, succeeded in bringing mountain water into the city. This system, of course, is the backbone of the present Cuyamaca water system, whose source of supply begins at Cuyamaca Lake.

CHAPTER XII

THE GREAT BOOM

Some writers have referred to the "great boom" of 1886-8 as a phenomenon. Some aspects of its development were certainly as weird as the ordinary phenomenon; yet that word is hardly the one to apply to the period. There was nothing phenomenal about the prosperity which the country at large shared at about 1885; there had been a steady growth in many communities in Southern California, and in all that section people were learning that nowhere else were conditions more favorable for comfortable, healthful living. The fame of Southern California's matchless climate and the fertility of its soil and the possibilities of that soil for the earning of a living had begun to spread all over the United States. San Diego apparently was beginning to come into its own; the Santa Fe Railroad was running trains to the city; there was here all that could be found at any other place in Southern California and in addition a superb harbor, the only real harbor on the Pacific coast of the United States south of San Francisco. Why should people not come to San Diego?

That people had heard of San Diego and wanted to share in its prosperity was evident in the summer of 1885. Those who lived in San Diego were well aware of the fact that the summers in San Diego were fully as delightful as the winters, but "tourists" had not learned that or were not ready to take advantage of the fact; they had come in winter and had departed for their homes when spring came. Yet in the summer of 1885 there was an influx of visitors and prospective residents that surprised the residents. These newcomers, or many of them, had money to invest and they seemed to be convinced in a short time that here was the best place on earth to invest it. Buying of real estate began to be brisk. When its force was evident, the professional "boomer," always near at hand in the western part of the country, began to come in. Soon there was speculation on a large scale. Here was a chance for people to make money by buying and selling real estate, and the people who were here and who came here took that chance—took it with avidity, as people will. Thus there was a "boom."

A large part of the "boom" was productive of very good results to San Diego. Buildings sprang up almost over night—not merely the despised "shacks" of the southwest but large, substantial structures. Many of the business buildings had ornate trimmings of the "gingerbread" variety, to be sure, but their frames were solid, they were meant to stay and help provide office and store room for many years and the decorations after all were only an architectural failing of the period. There are a number of them still in San Diego,

doing the service for which they were intended, and their days are far from over. It was the same way with the new homes; they spread far from the original confines of San Diego; the population increased in a little more than a year from about 8,000 to 21,000, and homes had to be built to house the new arrivals. The sudden prosperity of San Diego also gave to various civic movements an impetus which long had been lacking, and tangible results followed.

The speculation of the boom period—the buying of a corner lot to sell it the next day or perhaps the next hour for twice the price just paid—that aspect of the boom was weirdly sensational. It is easy to see how ordinarily conservative, careful business men were influenced to join in the speculation. For many months—about eighteen in all—it seemed that nothing was easier than to make money by buying and selling San Diego property; the price kept going up day by day, so it seemed to be only common sense to buy today at a dollar so as to sell tomorrow at a dollar and a half or two dollars. The professional real estate men—or many of them—doubtless were engulfed in the same craze as all the rest of the city. There were some fraudulent schemes of the boom period—the selling of “corner lots” under water or far out in the hills, miles from where the city might be expected to grow in twenty years, but it appears that most of these were hatched not in San Diego but in other places. San Diego’s Chamber of Commerce exerted itself in a very commendable manner and to an equally commendable degree to expose those frauds.

The brass bands, the free excursions, the barbecues of the time were not frauds; they were simply the outcropping of the money-making excitement which gripped the whole city and into whose grasp fell practically all new-comers almost at the moment they stepped from train or steamer to San Diego streets. The new population was not all that could be desired; with the many upright citizens came some who were not so upright and who put speculation of the gambling variety far above substantial progress, and their arrival and stay in San Diego did much to disturb the even tenor of the town’s old ways, but with the collapse of the boom most of the fly-by-night crowd left, and many who were of the kind that make good citizens remained and are here yet.

At the very height of the boom toward the end of 1887, Theodore S. Van Dyke, the noted and picturesquely brilliant writer, whose residence here had given him an excellent view of what had happened to San Diego, wrote as follows:

“The growth of San Diego now began in earnest, and by the end of 1885 its future was plainly assured. A very few who predicted a population of fifty thousand in five years were looked upon as wild, even by those who believed most firmly in its future. Even those who best knew the amount of land behind it and the great water resources of its high mountains in the interior, believed that twenty-five thousand in five years would be doing well enough. Its growth since that time has exceeded fondest hopes. It is in truth a surprise to all and no one can truthfully pride himself upon superior sagacity, however well founded his expectations for the future may be. At

the close of 1885 it had probably about 5,000 people. At the close of 1887, the time of writing this sketch, it has fully 30,000, with a more rapid rate of increase than ever. New stores, hotels and dwellings are arising on every hand from the centre to the farthest outskirts in more bewildering numbers than before, and people are pouring in at double the rate they did but six months ago. It is now impossible to keep track of its progress. No one seems any longer to know or care who is putting up the big buildings, and it is becoming difficult to find a familiar face in the crowd or at the hotels."

The advertising of the period is not without interest, even at this late day. The cream of this work was done by Thomas L. Fitch, well remembered by San Diegans of that time as "the silver-tongued orator." A sample of the kind of work which he did day after day to stimulate trade in San Diego property appears in the following advertisement of Howard & Lyons, taken from the *Golden Era*, a magazine then published in San Diego:

"No back country at San Diego!" sneers Los Angeles, squatting among her sloughs, and fearful that the scepter of empire may be speedily snatched from her fever-flushed hands.

"No back country at San Diego!" shouts San Francisco, gathering tolls upon highways she never built, watching with anxious eyes her dwindling commerce, and justly apprehensive that the Hawaiian and Australian, and possibly the China steamers, may seek nearer and cheaper and safer wharfage in the silver-gated bay of San Diego.

"No back country at San Diego!" squeak the little towns that fancy there will be no feast for them, except in the crumbs which fall from Los Angeles' table-cloths.

And the belated Eastern speculator, who might have bought land in our valleys a few years since at \$5 an acre, and city lots at \$10 per front foot; and who lacked the cash or the courage to invest then, now looks about him, and finds that, while he slept, the wand of progress has multiplied values by tens; and so, in the hope of discouraging the faint-hearted and keeping down prices until he can load up with cheap land, he likewise toots his little toot that "There is no back country to San Diego!"

"Liars and slaves!" as Mr. Macbeth remarked to the Western Union District Messenger who brought him a message to the effect that Birnam Wood was moving toward Dunsinane: "Liars and slaves," listen to the truth.

Los Angeles is a part of our back country. Flea-infested in summer, mired in winter, roasted at noonday, chilled at night, unsewered, typhoid afflicted, pneumoniated Los Angeles. Smile not, oh five-dollar excursionists, but listen to the truth:

Just as soon as either of the two railroads now building, and both of which will be completed by fall—just as soon as either of these roads shall be completed, Los Angeles will be within three or four hours of San Diego. Railroad men will tell you—if they tell you the truth, as they do occasionally—that there can be no safer or better business than to carry freight to Los Angeles at a dollar and a half per ton, or less than the cost of lighterage from the

steamer to the wharf at Wilmington, and as for the new goose-necked harbor at Ballona, why, if that winter resort for young ducks shall ever become an actuality as a harbor, it will never be for vessels drawing over ten feet of water.

Los Angeles city and county is part of the back country of San Diego; so is Ventura county, and so is the county of San Bernardino, and when we come nearer home there is the fat and fertile valley of the Tia Juana, there is broad and rich El Cajon, there are Escondido and Poway, San Bernardo and Santa Margarita and a dozen other valleys whose only outlet is by San Diego; valleys whose combined area of arable acres is greater than that of the State of Connecticut, valleys whose agricultural products will, when settled, be counted annually by millions. And further back on the hills beyond Lake Cuyamaca, hills covered with forests of oak and madrone and sugar pine, and draped with tangled vines and blossoming chapparal—hills from the summit of which you see on a clear night the Colorado glinting like a silver thread in the East, and the electric lights of San Diego sparkling like stars in the west—back on these hills there may be found in an area of a hundred miles in length and thirty miles and more in width, hundreds of ledges of gold-bearing quartz. San Diego county shipped over a million dollars in gold bars last year, the product of two or three mines, and this part of our “back country” is to quintuple its yield next year.

HOWARD & LYONS.

Some of those who extolled “bay and climate” in real estate advertisements at that time fell into verse, as witness the following, which appeared as a “border” to a page advertisement of La Jolla Park, which the Pacific Coast Land Bureau, R. J. Pennell, manager and auctioneer, put on the market toward the close of the boom:

“The tongues of men were talking fast,
As forth from San Diego passed
A man whose banner did entice
Admiring crowds—with grand device—
‘La Jolla Park!’”

Advertising poets, however, must meet competition from other sections where real estate is being sold, so the poet, after a stanza or two, breaks forth with:

“‘Oh, stay!’ sweet Coronado cried;
‘And rest the buyers by my tide.’
A kindly smile lit Pennell’s eye.
‘Best thanks—but first we haste to buy
La Jolla Park.’”

And so on to this pleasing little selection:

“Pretty plots for residence,
Country ranches rare,
Lots to suit the most exacting—
Block most anywhere.”

All this literature—pity's the truth!—had to appear under "Terms only Half Cash," in rather prominent type.

One of the most striking characters of San Diego's boom days was William H. Carlson, who came to the city from the northern part of the state and who later became assemblyman from this district and served two terms as mayor of San Diego. The extravagant optimism of the times was typified in this young man. He had started work as a page in the State Legislature in 1880 and soon became everybody's friend because of his sunny disposition and his eagerness to serve, and this cheerful manner was always with him in business and politics. He was given to immaculate dress, yet never hesitated to soil both garb and hands if work demanded it. It is related, for instance, that one day when he was clad in a cool outing suit of cream color he saw a little dog run over by a wagon and that, without hesitating a second, he ran out to the middle of the street, picked up the badly injured animal and carried it, bleeding profusely, to a doctor's office that the poor brute might be relieved. This story was related to the writer not long since to illustrate the big-heartedness of this striking character of San Diego's boom days. On another occasion, when somewhat more dignifiedly garbed, wearing among other things a silk hat and an expensive white shirt, on a real estate excursion arranged by his firm of boosters, he was caught in a railway tieup on the waterfront and to try to mend the railroad and end an increasingly embarrassing delay, seized a heavy tie in a valiant effort to pry some errant rails back into place. In his political campaigns, particularly his first for the mayorship, he exhibited the same joyous spirit, shaking hand after hand, saying a kind word to each prospective supporter, winning friends by the score. And who cared much if an extravagant promise or two went along with the smile? All knew that "Billy" Carlson was one of the most cheerful sons of sunny San Diego. What is more, he got the necessary votes and won, not only once but twice, and completely flabbergasted the astute politicians of the period who had not reckoned on him as a strong candidate. But that is told in detail in another part of this story.

Carlson soon after coming to San Diego formed a real estate partnership with Albert E. Higgins, son of a pioneer of the city, and their firm, Carlson and Higgins, promoted many enterprises typical of the Southern California boom days. Principal of these was the exploitation of Ocean Beach, which in later years has come up to the expectations of the boom times and seems destined to become one of the great beach resorts of Southern California if the population of San Diego maintains its present rate of increase. In those days it was nothing but an expanse of sand running to the rocks near Sunset Cliff and bordered on the west by scrub growth of various kinds. Carlson's idea was to start another town there. So the firm built a considerable hotel on the bluff, took advantage of signs of oil, even then a speculative lure in this section, and started an oil well; also then began to build a railroad from San Diego to this new bonanza beach. Two parts of the line were actually built; one section was constructed and operated more or less successfully from the foot of Broadway, then D Street, to Hawthorne Street, and the other ran across the backbone of Point Loma through the canyons. Those were

the brass band days par excellence, and when construction work was to be launched, it was the occasion for a parade in which wagons of lumber, gaily decorated with flags and alluring signs, were sent forth, the band blaring out its part of the advertisement.

By May of 1888, at the height of the boom, Carlson and Higgins were ready for the barbecue, then the proper thing in real estate promotion. To get the crowd out a free meal was always a good bait. After the crowd had arrived and had been fed it was expected that lots would be sold, and there were always plenty of lots to sell. Some of the old-time stakes still stand like ghostly marks of the high tide of hope, some reaching far back from shore property in some San Diego sections to the foothills, where not even yet is there settlement. The crowd got out to Carlson's Ocean Beach properties without serious difficulty, and all had a fine time. But when the throng started home there was another story. Those were not the days of fast electric cars and of speeding automobiles or of smooth concrete roads, and when the railway system's western end gave way under the heavy pressure not even Billy Carlson's smile could mend matters; and many in the throng spent a good part of the night in getting back to San Diego.

The excursion had not been a success, and Ocean Beach did not receive the necessary impetus; in fact, it had to wait many years for real growth. The big hotel stood deserted for many years and at last was burned.

When the boom bubble burst, Carlson did not lose his smile or geniality and he was soon heard from in the political arena.

When he came back to San Diego in 1920, after having got into very serious trouble through his enthusiasm and having paid a penalty for it, he came full of hope and confidence and on that occasion told a story which is well worth recording not only as a view of the past as compared with the present but as a human document. And here it is in part:

"I looked off at the mass of lights on the ships in the harbor, beyond them to the lights on North Island, and, honestly, it made a lump in my throat. That bay at night was nothing but a black waste, in my early days here. Some of us dreamed ahead and saw the reflection of those lights, but we were laughed at. And now it has all come true! I've seen it!

"With all respect to the rest of this great, wonderful state of ours, I say that San Diego is its brightest spot. Here is the true opportunity of the future. I have come back because I believe that, and I believe that because I have seen the past.

"In 1896, when I was elected one of the five trustees to govern the city, I cast the deciding vote for the first sewer system. We voted \$400,000 in bonds, to run twenty years. And we laid the system clear to 25th street on the east and Upas on the north,—clear out into the wilderness. People said we were crazy and that the city would collapse under the burden. Yet we paid up those bonds without noticing it, and the system installed then—it was built by the same man that sewered Chattanooga, Tennessee,—is the nucleus and basis of the system used today.

"I went to Imperial Valley. It was called New River Valley, then,—that was in 1893. I organized an expedition to the valley, at a cost to me of \$500, and took some pictures of that great region. Then in San Diego I hired the old Isis Theatre, at a rate of \$75, got a band, which cost me \$50, and gathered an audience of San Diego people. I told them to go out there and locate, when they could get land free from the government, instead of waiting until it was worth \$300 an acre. D. C. Reed spoke there, too, and Governor Murphy, of Arizona, who was in town at the time.

"And just a few years the rush to Imperial Valley actually did take place, and I saw land being sold there for \$300 an acre.

"I claim to be the father of Imperial Valley, and I think the title's rightfully mine.

"From the past one can see a little ahead into the future, and because of what I have seen, I know what is to come,—and I tell you San Diego will be no city,—it will be a metropolis!"

There are many living in 1921, of course, who were in San Diego at the time of the "great boom," which began in 1886 and lasted until the winter of 1887-8. It is to be doubted, however, that many can tell a more interesting story of that strange period than Judge Thomas J. Hayes, who came here before the boom started and has remained a resident of San Diego ever since. Judge Hayes was a man of about 35 years at the time. He had been practicing law in the little town of Hiawatha, Kansas, and was county attorney there. His health began to fail, and the family doctor advised him to seek an outdoor life, preferably in Southern California, whose climatic advantages had attained some fame throughout the rest of the nation at that time. So Hayes, half-sick and badly worried about his condition, set forth for Southern California. He went first to Los Angeles, but soon became "homesick" there, as he relates it, and after a short stay decided to come on to San Diego. The famous steamer Orizaba brought him to the Harbor of the Sun. As the Orizaba pushed her way past Point Loma on the morning of Sept. 28, and the beauties of the port and surrounding country were spread before the passengers' eyes, the young Kansas attorney decided at once that "this was the finest location for a city" that he had ever seen. His decision to remain here was half-made at that time. It did not take long to complete the resolution.

At the wharf was a "hack," driven by W. W. Bowers, who ran the old Florence Hotel, now enlarged and remodeled into the Casa Loma, at Fir Street, between Third and Fourth streets.

"The Florence Hotel in those days," said Judge Hayes in a recent talk with the writer, "was then, way out of town, or so it seemed. I remember that when we got up to the Snyder corner, Fifth and D streets, as it was called then, I said to Bowers, 'Where are we going?' He indicated the location of the Florence Hotel, and I told him that I wanted to stop in town. He told me to come along with him, saying that it would be all right, adding that it was like the road to the New Jerusalem—somewhat hard to traverse but very nice when you got there. We went on and reached the

hotel, and after breakfast I went out and took a look around. I was indeed out in the country. As I stood at the side of the hotel and looked about, I could see little but wild country. There was a big flock of sheep near the hotel, but off where the fine city park now is there was little but sagebrush and cactus. It did not look much then as if the city would build up that far for a long time, but in a comparatively few months it had spread far beyond that—largely on paper, it is true, but it actually spread pretty fast.

“On the way down on the boat from Los Angeles I had as a fellow-passenger W. T. Wheatley, a young man who came from the same county in Kansas where I had lived; I had met him coming to California when I reached Mojave. He is now living in Los Angeles.



THE MARSTON COMPANY STORE

At Fifth and C streets. One of the modern structures of San Diego.

Well, he had been here only about two weeks before he decided to go into the lumber business. He had no money to speak of, but decided to go 'on his nerve,' and he did it in good shape, too, making a success.

“The first man I had an introduction to was Simon Levi, the well known merchant, and the next was George W. Marston, who then had a small store at Fifth and F streets.

“Well, to get back to myself: I hired a horse and buggy the next day after my arrival in San Diego and started out to ride around the county. I went all over it for a couple of months in search of my old health, and it came back in great shape. When I came out here the doctor thought that I would not live long, yet I have kept going all these years. Why, in a short time I had

added twenty pounds to my weight and felt like a boy. I never had slept so well in my life. The roads were rough and very dusty, but I did not care much for that, because there was such a lot that was pleasant. I shall never forget my first Christmas day in San Diego County. I was riding all by myself in the buggy that I had rented and was up on the road between San Diego and Fallbrook. The birds were singing merrily; everything was nice and green and fresh as the result of recent rains, and it just seemed like Heaven to me. At Fallbrook I stopped at a boarding house which was kept there by a Mr. Ritchie—I believe that was his name—and there I met Theodore S. Van Dyke, the well known writer. I had a long talk with him, and it was very interesting, as he was a remarkable man. For our Christmas dinner that day we had such delicacies as ripe strawberries and ripe tomatoes, and I tell you I shall never forget that meal. It seems to me now that it was about the funniest Christmas I ever had; it was so different from the cold weather and such things that I had been accustomed to back in my home.

"I remember that when I first got to San Diego I saw A. C. Stephens, an old friend, and told him of my conviction that some day this would be a big city. He cast a good deal of doubt on it, and said the lack of water would hold it back. It must be remembered that there was no domestic supply then except what was pumped out of the riverbed, and that was not so very good, either. It had to be kept in ollas on the north side of the house, to keep it cool and purify it. Well, I said to my friend:

"There must be good water in abundance in the mountains, and some way will be found to store that up and bring it to the city. Anyway, the climate alone is going to make this a big city; the rest will come."

"And my prediction has come true. San Diego was far from being a big city then, however. For instance, there were no sidewalks worthy of the name downtown, where practically the whole town was. There were a few board sidewalks downtown on Fifth street, to be sure, but they were crude affairs, and everywhere there was sand, and the dust was thick in summer. And the sand was full of fleas.

"When I returned from my trip through the county, I stopped at the Commercial Hotel. William H. Carlson, who was a great boomer then, and who later became mayor of San Diego, was stopping there at the time. He had a real estate office on Fifth street between F and G. Mr. Metcalf and Mr. Hale also were stopping there at the time, and they were taking a great interest in the prospective growth of the city. Also, they were talking about building a street car system. The entire population seemed to have great faith in the town.

"I spent that winter in the city and in the spring went back to Kansas, much improved in health, but the California 'fever' had taken possession of me, and I stayed in the East only a few months. When I returned to San Diego I took the train at Colton and came on to this city through the Temecula canyon and Oceanside. That was in June, 1886. By that time the town was beginning to be very

active. People who wanted to come here from the East changed cars at Colton and came straight to San Diego without going through Los Angeles.

"In a short time after that there commenced the wildest boom I ever heard of in this or in any other country. Everbody seemed to be possessed with the idea that this was to be the biggest city on the Pacific coast. Almost everybody soon went into the real estate business; it was almost impossible to stay out of some phase of it, because people soon got to talking and thinking of little else. The town grew from about 3,000 population in 1885 to 35,000 in 1888; people came from everywhere, and everybody seemed to have plenty of money. And everybody seemed to be crazy to buy San Diego real estate. The bigger reputations they had for being conservative business men, the harder they seemed to get into the spirit of the thing. I remember well one wealthy and experienced business man from Chicago who came here and went into the real estate buying game with a vengeance. He was convinced that in a short time the whole country between here and Los Angeles on the coast would be built up solid. And he bought in accordance with that belief.

"There were barbecues every week or so, it seems to me now. Many speeches were made. Dinners were given, and there was lots of money for them too, and the excitement grew from day to day. You could not help catching the contagion of the times. Dish-washers, barbers, bakers, everybody,—all were buying and selling real estate. It was easy to sell; people would buy a hole in the ground just as quickly as they would buy a nice level lot. It did not seem to make much difference how far away the lots were; many a section of lots out as far as San Miguel Mountain were sold, and bought and sold again. And it seemed to be the safest thing on earth to buy San Diego property; you could buy it, walk around the corner and sell it again at an advance.

"I knew few people here, and one day I went to South San Diego, as it was called then, or Imperial Beach, as it is now known. There I met Captain John H. Folks, who later became sheriff of San Diego County. He was from Kansas, too, having been an editor in Summer County. He had built a fine house, and on the subject of San Diego real estate and San Diego's future he was about as wild a man as I ever saw. He asked me what I had bought, and I told him I had not made any purchase. He replied: 'Well, get in and buy. Buy something. It doesn't make much difference what it is, but buy.' I asked him what there was for sale of which he had knowledge, and he pointed over to some property which a friend of his named Volney had down there at South San Diego; that was for sale, he said, and he thought it was a good buy. There were forty acres of it. I said, 'Let me take a look at it,' and went over and looked. It was nice, level land, and that was about all I could tell him when I got back. But by that time Volney had come up and had set a price—\$5,000. 'You'd better take it,' said Captain Folks to me. Volney at last said he would take half cash and let me pay the rest in sixty days. I made up my mind to buy. We came to San Diego and went to one of the banks. I had a

letter to the bank president from Governor Morrill of Kansas, and I had been assured that my name was good for any sum up to \$10,000. Well, to make a long story short, the papers were put in escrow, and I had the South San Diego property. Then I went home to think about it. It had taken all my ready money, and here I was obligated to pay \$2,500 more in sixty days. I didn't like the looks of it, quite, and worried a little bit. I got to thinking that I had made a fool of myself. So I opened up a real estate office, thinking to make some money in that way. I had lots of business almost from the start. My place was on F street between Sixth and Seventh, opposite where the Maryland Hotel now is. One day not long after that a man and a woman came in and wanted to know what I had to sell, and I told them about this property. They asked me what I wanted for it. I said the price was \$12,000. Honestly, I expected them to offer me about \$6,000; to tell the truth, I should have been glad at that time to get my money out of the deal. They went down with me and looked at it, and when they came back to my office we had a little talk. We had bargained that if they bought, I should pay for the horse and team which we had used for the trip down there, and if they did not buy they were to pay for the costs of the trip. I didn't say a word to the couple when we got back to the office. At last the woman came to me and asked me about our bargain. She said, 'As I undersand it, we are to pay for the horse and wagon if we do not buy.' 'That's right,' I said. 'Well,' she said, 'we will buy the land.' The bargain was closed and I had my money exactly thirty days after I had bought the land. Then I began to feel a little guilty. I said to myself, 'You probably have taken more for this land than it is worth, and you ought to look into it.' But while I was still thinking about the matter and how to clear it up, in came the man and his wife and told me they had just sold the land for \$16,000, or \$4,000 more than they had paid.

"That's an example of how things went. Nothing like it was ever known. People were crazy wild to buy. Tom Fitch, 'the silver-tongued orator,' was making speeches every day, telling about the charms and beauties of San Diego and its climate and other advantages. Lots way out on the hills were sold with ease. They put up fine pictures of the 'new addition' in some window, and the people flocked to buy. A line was formed in front of one of these offices one day, and it kept on forming up to midnight, I guess. At any rate, I had a friend from Illinois who had just got into town. He saw the line and didn't even stop to check his baggage or wash up. He got into line to buy. The sign said that the price would go up the next day, and that was enough for him. He bought seven lots out there, and came into my office the next day to tell me about it. I told him that he had lost what he had paid, and, sure enough, he did. In a few days he couldn't give them away. But that was the exception. City property sold as fast as it could be put up for sale. There were additions clear out to El Cajon and clear up to Del Mar.

"You may wonder how people lived. Of course there was a lot of building but thousands lived in tents which they rented by the night for a dollar a tent. Many others lived in barns and sheds

140 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

and wherever they could find a place to sleep. I was offered \$75 a month for my little barn, and it was not a very good one, either. Rents went 'way up. It was hard to rent a house or room anywhere.

"Down in my real estate office I got tired taking money in. It came in so easy that one didn't have to work for it at all.

"Then all of a sudden it ended. I remember that one day we had a big rain, and after it was over I went downtown. The streets that had been jammed with people as is the case in the streets of Chicago or some other big city, seemed to lack something. The bottom had dropped out of the big boom. From whence the boom came I do not know, and I have never been able to learn to my complete satisfaction. It stopped more suddenly by far than it came. It reversed motion and went down like a chunk of sawed-off wood. I have heard it said many a time that misfortunes never come singly. And this was true of San Diego. When the boom ended and it was hard to give property away which was really worth something, although nothing like the prices which had been recorded, a storm came and swept out the railroad in Temecula canyon. This was not rebuilt; instead, a railroad was built by the Santa Fe, hugging the shore most of the way down from Los Angeles. From that time people who intended to come to San Diego had to go through Los Angeles, and many of them were satisfied to remain in Los Angeles. Then the Santa Fe moved its machine shops up to San Bernardino, the street car lines which had been laid were ripped up, nobody wanted to buy real estate, people began to leave town, and in less than two years the population had been reduced from 35,000 to about 17,000. The boom had hit San Diego hard."

CHAPTER XIII

IN THE WAKE OF THE BOOM

The collapse of the boom hit San Diego as hard as it did any other section of Southern California; the flattening-out process left many residents in dire straits; many who had been potentially rich found themselves poor almost overnight; some left town for other places, in many cases selling out for enough to pay railroad fare to other parts of the country, or, being unable to sell, borrowed or scraped up the money in some way. Yet, hard as the blow was, it was not a staggering one, and San Diego, hard hit, rose from the ground and kept on fighting for her destiny.

In this struggle there were many who did valiant work, but much of the encouragement and much of the financial power which were necessary to keep San Diego on her feet came from John D. Spreckels and his associates. He had established a coal business here, and had sold much coal to the Santa Fe, which, when it went into the hands of a receiver, owed him hundreds of thousands of dollars for the fuel which he had furnished the line. By 1888 Spreckels had become vitally interested in the progress of San Diego, for which he has always held a deep affection, and when the crash came, he and his brother, Adolph, to use the words of William Clayton, managing director of the Spreckels companies in San Diego, "stood up to their necks in the ebb tide, set their teeth together and determined to fight it out." They fought well, too. Spreckels advanced the money for carrying on the plans of the Coronado Beach Company in which he had become interested and which included operation of the great Hotel del Coronado, which had been opened on February 1, 1888, just as the boom was about to break. Soon after that he became interested in the street car company, and electricity was made its motive power in 1891. There was at the time a cable line in San Diego, but it later went into the hands of a receiver, and Spreckels bought it in 1897. In later years, as will be related in more detail, he took over the Southern California Mountain Water Company, by which for the first time the city of San Diego received an adequate and dependable supply of good mountain water for its domestic needs; he extended the street car system all over the city and linked it up in various ways with suburban sections; he built several of the largest office and hotel buildings in the city, he did much to start the Exposition and keep it going, and, finally, by his preserverance in the face of tremendous discouragements, he was instrumental in the completion of the San Diego and Arizona Railway, by which San Diego in 1919 realized at last the dream she had cherished for years of a direct rail outlet to the East. This is only

a mere sketch of what John D. Spreckels has done for San Diego; in a hundred other ways he has assisted in keeping the city of his adoption a going concern, and in a large measure the prosperity of the San Diego of today is due to him. Some in past years have sneered at San Diego as a "one-man town," but if there ever was a town lucky for having a man as its largest one force, San Diego is that town; in recent years, it may be added, the few who have sneered have been adequately silenced in the chorus of admiration which has been raised in praise of this one man, the foremost citizen of San Diego, who has labored so long and unselfishly for the progress of the city.

The story of the manner in which John D. Spreckels made his first visit to San Diego and the way in which he was greeted is of more than passing interest; it affords, too, a sidelight on the character of the man and of the kind of town there was at San Diego then. Mr. Spreckels first arrived in San Diego harbor one day in 1887. He was on his yacht, the Lurline, and had been making a somewhat leisurely trip down the coast from San Francisco, then his home. The yacht put in at several ports and at last drifted into the Harbor of the Sun. As the Lurline came inside, a small boat put out from shore, bearing a middle-aged gentleman who was on his way to offer free pilotage into the harbor. San Diego evidently had heard of Mr. Spreckels' trip down the coast and wanted to overlook no chance to show him true San Diego hospitality.

As it happened, the yacht's owner, wearing old clothes and a regulation sou'wester, was at the wheel of the yacht, where he had a perfect right to be, being expert in seamanship. He did not look like a yacht owner, however, in his sea-going garb; and the San Diego welcome party of one did not pay any attention to him as he stepped aboard and began to question the man on deck. Thus the distinguished visitor was able to overhear a very interesting conversation in which the San Diegan asked a number of pertinent questions about John D. Spreckels, just who he was and what kind of man he was. The formal introduction soon followed, however, and both Mr. Spreckels and his new friend had a hearty laugh over the little joke.

Soon after Mr. Spreckels' arrival at San Diego, a wharf franchise was offered to him. The committee which made the offer frankly explained that San Diego believed it would be a good thing to interest him in the city. He accepted the offer, for his interest in San Diego had become keen almost at a glance, and by virtue of that franchise built a wharf on which were installed modern coal bunkers. He soon began shipping coal direct into San Diego to supply the Santa Fe, whose Pacific terminal, of course, was then at San Diego, and that was his first investment in the city. Mr. Spreckels has said since that he became attracted to San Diego at first sight and that the evident possibilities of the city in a commercial way and as a place of residence were impressed upon him with force by that view.

The boom period and the next two or three years saw many noteworthy improvements in San Diego. Reference already has been made to the completion of the Hotel del Coronado, whose fame has

spread far and wide. The Spreckels coal bunkers, out of which the Santa Fe engines got fuel by which service in this section was kept going, were also finished. The courthouse was rebuilt; the flume system was completed; the San Diego, Cuyamaca and Eastern, which later was extended to Foster, on the way through the hills to the East, was finished as far as El Cajon, opening up that great valley to the port.

There was a setback of some consequence in 1891 when the California National Bank, which had been started at the height of the boom, in 1888, went under with a crash. In 1892 several of the other San Diego banks were hard hit, but the city had gone too far to be stopped, and its citizens had the confidence which brings success out of failure, and San Diego kept on growing—slowly it is true, but just as surely. A notable building was added in that year to the ever-growing list; this was the Fisher Opera House, later Isis Theatre, built by John C. Fisher. In September of the same year San Diego had a big celebration to mark the 350th anniversary of Cabrillo's discovery of the port. San Diegans who were here then will not soon forget the three days devoted to the program, in which a number of native Indians, dressed in historically correct manner, joined with San Diegans garbed as Spaniards in presenting a notable pageant, staged to tell the story of Cabrillo's landing.

To this period there belongs also the relation of an incident which gave San Diego an international importance for quite a while. This was "the Itata incident," taking its name from the steamer Itata, by which sympathizers of a revolution in Chile hoped to obtain arms and ammunition for their cause. The schooner Robert and Minnie got the arms and munitions at San Francisco and started south to meet the Itata, which was guarded by the revolutionists' man-of-war Esmeralda. The Itata had to put into San Diego for fuel, and meanwhile the U. S. authorities learned of the plan, which was to transship the arms and ammunition from the Robert and Minnie to the Itata off San Clemente Island. U. S. Marshal Gard of Los Angeles formally seized the Itata and put a man aboard her as a guard. On May 13 the Itata's skipper, having waited until he became impatient, got up steam and left the harbor. Outside the Itata met the Robert and Minnie and took aboard the arms and ammunition from that craft. The American cruiser Charleston later seized the Itata at Iquique and brought her back to San Diego, the seizure resulting in court action in which the U. S. Government was found to have done wrong. The Chilean revolutionists meanwhile were winning against the old Government of their country, and when the revolution was all over, American popularity in Chile had suffered materially. That feeling against Americans became strikingly apparent at Valparaiso on Oct. 16, 1891, when more than 100 officers and men of the U. S. S. Baltimore went to the city on shore leave. A quarrel started between some Chilean sailors and the Americans, and there soon began a formidable riot in which two of the Baltimore's men were killed. News of the fight was flashed all over the world, and after some controversy the United States, in the following year, demanded and got indemnity from Chile. So it is no wonder that mention of the Itata incident is enough to set the tongues of the old waterfront residents of San Diego to wagging reminiscently.

The "panic" of 1893 had its effect in San Diego, compelling one bank to close forever and making trouble for others, but the financial atmosphere in San Diego was soon cleared up in good shape. The next few years were not marked by any remarkable progress.

"San Diego, Our Italy," was the title of an interesting booklet issued by the Chamber of Commerce in 1895 and containing a wealth of solid information. This information gives rather good idea of the general condition of the city's business and industrial life at that time.

To the fruit growing industry of the back country is given great emphasis, and a published report of the number of trees, both bearing and non-bearing, placed the total at 6,475, of which about 4,800 were citrus trees. Some space in the booklet is devoted to mining. The Julian gold mines are credited with having produced more than \$3,000,000 in the period between 1870 and 1893. Seven of the Julian mines are mentioned by name and several of them were said to have had 10- and 20-stamp mills in operation.

The assertion was made that San Diego had for several years past been one of the leading counties in the United States in the production of honey. The annual output was given at between 1,000,000 and 2,000,000 pounds.

Four firms were named as being engaged in the fishing industry here, and the value of the total product of the industry is placed at \$106,010.

Considerable space is given to transportation lines. The La Jolla line, the Coronado road, the Cuyamaca line and the National City & Otay are mentioned with the Santa Fe as the county's transportation routes. Under the heading, "A Railroad Men's Railroad," a brief account is given of the San Diego, Pacific & Eastern project, which had been indorsed at mass meetings by the Chamber of Commerce, the Board of Trade and the City Council. This road was to have run northeast to Utah.

In a summary of the city's attractions the booklet says:

"The city is connected with San Francisco by rail and steamship lines. Among other things of which any city may be justly proud, San Diego has a \$150,000 county courthouse; as fine a public library containing over 12,000 volumes; 20 churches, and 30 church organizations; 8 graded public schools; 5 kindergartens; 45 miles of graded streets; 4½ miles of paved streets; 44 miles of sewers, costing about \$425,000; 14 miles of gas mains; 65 miles of water mains; 44 miles railways, including a magnificent electric car system; 15 electric light masts, each 125 feet high; pure, cold mountain water; a \$100,000 opera house; 5 incorporated banks; 4 daily newspapers; the largest hotel in the world, at Coronado; the Old Mission building and many other points of historical interest; a fire-alarm system costing \$7,500, and a well-equipped fire department. There are also many magnificent brick blocks that would do credit to a city of 100,000 inhabitants."

The building record for the year ending December, 1894, is given, showing 200 buildings were put up, at a total cost of \$300,000.

A special chapter devoted to San Diego harbor is convincing in the array of figures published. The number of vessels arriving during the years 1893-4 is given as 322, with a total net tonnage of 241,035. The value of dutiable imports is named at \$307,918.04, and of free imports, \$52,929.33—a total of \$360,847.37. Lumber receipts are named as 17,724,000 feet; coal, value, \$235,264.60; cement value, \$45,172.73. Revenues collected by the customs office at the port amounted to \$95,127.24, for the fiscal year ending June 30, 1894.

The chapter also states that San Diego was chosen as the coaling station for the British North Pacific naval squadron, having been given the preference over San Francisco.

The chapter thus treats of wharves and docking facilities:

“Some idea of the wharf accommodations may be had from a partial description of the Spreckels Bros' wharf, which is 3,500 feet long, and was built at a cost of over \$90,000. The coal bunkers on the wharf have a capacity of over 15,000 gross tons. The machinery is of the most modern and best improved type, and in point of efficiency second to none in America. The wharf has a track connecting it with the Southern California Railway. Ships are unloaded directly into the bunkers, from which a train may be loaded in fifteen minutes.

“In addition to the Spreckels Bros' wharf there are the Santa Fe's the Pacific Coast Steamship Company's, the Dock Company's and the Russ Lumber & Mill Company's costing from \$25,000 to \$80,000 each, and from 2,000 to 3,200 feet in length.”

The city directory of 1895 listed 30 churches, two morning newspapers, and one evening newspaper, seven architects, 82 attorneys or firms of attorneys, and six banks, the Bank of Commerce, Blochman Banking Company, First National, Merchants National, San Diego Savings and Savings Bank of San Diego County; there were three building and loan associations; seven civil engineers, 17 dentists, and nine drygoods houses, the list including George W. Marston, then at the northeast corner of Fifth and F streets, John Black, S. W. Bone, Mrs. M. V. Carroll, the City of Paris, J. W. Cregan, M. A. Lesem, L. Speyer and the White House. Two engraving firms then found work here. There was nearly sixty retail groceries, a good indication of the way in which the town had spread by that time. There were sixty-five physicians and surgeons practising here then, and it is of interest to note who some of them were. Dr. P. C. Remondino, dean of the physicians now practising in San Diego, was, as today, at Fifth and Beech streets. Dr. C. M. Fenn, another well known physician, was at 651 Seventh street. Dr. D. Gochenauer had his offices in the Express Block. Dr. Francis H. Mead was in the Keating Block, Fifth and F streets. Drs. Fred and Charlotte Baker were in their old offices at Fifth and C streets. Dr. T. G. McConkey, who was prominent also in the rowing club, was in the Bon Ton Block, Sixth and D streets. Dr. R. J. Gregg, now retired but still living, was at 850 Fourth street. Dr. F. R. Burnham, who lived then at 1708 C street, had offices in the Kuhn Block, Fourth and D streets, Dr. J. C. Hearne was at Fourth and Ash streets.

The public library in those days was at Seventh and F streets, in the St. James building, over the postoffice, and had only about 12,000 books. There were about 75 real estate dealers listed. There were 14 printers in the 1905 directory, one of the firms being Garrett & Smith at 723 Fifth street. The Western Union Telegraph office was on F street. The only theatres were the Louis Opera House and the Fisher Opera House. The only undertaking firms were Johnson & Co. (P. M. Johnson and J. E. Connell) at Sixth and E streets, and W. W. Whitson & Co., at Fourth and E streets. The list of retail liquor dealers contained 37 names.

The fire department, of which A. B. Cairnes was chief, was only partly paid at that time. It had 41 men, two steam engines, three hose carts and one truck and ladder outfit. There were only 25 alarm boxes in the city, the central office being 930 Third street.

The Chamber of Commerce then had its rooms on F street between Third and Fourth. The city hall was at Third and D streets, and the redoubtable William H. Carlson was mayor.

The San Diego Electric Railway Company's lines at that time were as follows:

From the foot of H street east to National avenue and Thirty-second street; from the foot of Fifth street north to University avenue, where it connected with a horse-car line running to the Cable Pavilion. The D street line ran from the foot of H street to D, then on D to Fifteenth street; an extension to Twenty-fifth street was being made at the time. There was a so-called belt line running around the business section to and from the Coronado ferry. On First street there was a horse-car line running from D street to Hawthorne.

The Coronado Belt Line Railroad, from San Diego to Coronado, ran trains around the bay then. The National City & Otay road, now part of the San Diego & Arizona system, was running trains to National City, Chula Vista, Otay and Tia Juana. The San Diego & Arizona system, was running to Foster, from which point a daily stage ran to Julian. The San Diego, Pacific Beach & La Jolla ran steam trains to La Jolla.

In those days Edward W. Scripps, the newspaper publisher, had established his residence at Miramar. Joseph Jessop, the jeweler, also had his residence there.

Some thirty residents of Julian were listed as miners in that year.

Such were conditions in the city at the end of 1895—about seven years after the boom had collapsed. The city was not growing vigorously, but it had gained encouragement from the manner in which some of its citizens, notably, John D. Spreckels, had shown their faith in the place. Hopes were still entertained of a railroad running directly East from the port, the failure of the Santa Fe to provide such an outlet having become apparent. New blood was being added to the population—vigorous, hopeful pioneers of the later days—and the old pride in San Diego was as strong as ever. To that was added, bit by bit, more hope for the future, to which the people of San Diego looked with confidence.

The only disaster of consequence in the history of San Diego was that which befell the gunboat Bennington of the United States Navy

in San Diego harbor on July 21, 1905. The vessel, a ship of the third class, was lying in the stream, about to depart for the north, when the forward and main port boilers exploded at about 10:30 a. m. The ship was soon enveloped in steam, and aboard the craft was a scene of horror which will live long in the memory of those who saw it in part. The explosions and the scalding steam killed fifty-one men outright. Of the injured who were taken alive from the fated gunboat, nine died later, making the total death list sixty. There were forty-six others who were injured, many severely. About ninety of the crew escaped without injury.

The injured men were rushed to the Agnew Sanitarium and St. Joseph's Hospital or to improvised hospitals, many kinds of vehicles being pressed into service. Volunteers came from all parts of the city to aid in relieving the victims, many of whom suffered agonies with a fortitude that called for glowing praise.

The funeral of the victims was held July 23, the people of the city joining in the tribute to the sailors who had given up their lives. Most of the victims were buried in the Military Cemetery on Point Loma, where, in January, 1908, the Bennington monument, a beautiful shaft, was unveiled.

CHAPTER XIV

SAN DIEGO'S RAILROAD HISTORY

From the early '50s to 1919 San Diego hoped for but still was without a direct rail outlet from her magnificent harbor to the Eastern States of the Union. From 1883 on, to be sure, the Santa Fe ran trains here, but early in San Diego's dealings with that railroad it became apparent that the San Diego line, instead of being a direct road, was doomed to be a branch line, and such it is at this day, although its importance has increased with the years and in recent times the railroad company has apparently done everything reasonable to advance San Diego's interests. The fine station built before the Exposition at the foot of Broadway is an example of that friendly interest in San Diego's advancement and appreciation of the city's legitimate demands.

It remained, however, for John D. Spreckels, eminent and loyal San Diegan, to bring to realization the dreams which his city has cherished for the many years of a direct road to the East.

The early ideas and hopes for such a rail outlet as was provided when the San Diego & Arizona was completed in 1919 were, naturally, more or less hazy. The Federal Government, however, granted appropriations for preliminary surveys in the early '50s. One of these was completed and reported in 1853; that report was published by Col. J. Bankhead Magruder, president of the Atlantic and Pacific Railroad Company, which had a name of such resonance and significance as to deserve perpetuation as one of the great transcontinental lines of the United States. The other survey was made only a few months later, although the report was not made public until 1856; this survey was made by Col. Andrew B. Gray for a route for the Southern Pacific, on the 32d parallel, for the Texas Western Railroad Company.

Early in the stay of Lieut. George H. Derby at San Diego, in the '50s when he was building up his fame as the author of "Phoenixiana," he acquired railroad enthusiasm to some extent—certainly to sufficient degree to mention it in his writings. For instance, although San Diego at the time was just a little part settlement, principally at Old Town and La Playa, and was growing very gradually, he foresaw that it some day would be a railroad terminus. "Should," he wrote, "the great Pacific railroad terminate at San Diego, an event within the range of probability, the Playa must be the depot, and as such will become a point of great importance." His prophecy, so far as it relates to La Playa, has not been fulfilled, but the rest of it has become realization. And those who have watched closely the progress of events along the Pacific coast, especially in Southern California, have become convinced that, with the completion of this

direct railroad outlet, may be dated the beginning of San Diego's most remarkable period in commercial and industrial importance.

A period of remarkable prosperity for San Diego as a result of her new railroad connection will be a pleasant chapter to follow the chapter of many disappointments. And what a chapter! First, when everything seemed to be favorable, the outbreak of the Civil War, paralyzing commerce for years and halting the progress of the Southern States, on which San Diego relied in early days for railroad help. Then "Black Friday" in 1873, stopping Thomas A. Scott of the Pennsylvania road in his nearly successful attempt to bring a railroad through to San Diego. Then in the '80s the disappointment due to the failure of the Santa Fe to do what the people of San



UNION STATION, SAN DIEGO

Used by the Santa Fe and the San Diego & Arizona Railways. (Photograph by W. E. Averrett.)

Diego had hoped would be done. Later, with the case of the San Diego & Arizona, trouble in Mexico, financial stringency and the World War—none of which, however, daunted or dismayed its builder, Mr. Spreckels, and his closest associates.

Late in 1854 there was organized in San Diego a company which used the comprehensive name San Diego & Gila, Southern Pacific & Atlantic Railroad Company. It was duly chartered at Sacramento and elected these officers, nearly all of whom became prominent in the city: President, James W. Robinson; Vice President, O. S. Witherby; Treasurer, Louis Rose; Secretary, George P. Tebbetts; Directors, J. W. Robinson, Gen. H. S. Burton, E. W. Morse, Joseph Reiner, John Hays, M. M. Sexton, Louis Rose, L. Strauss, J. R. Githcell, George Lyons, O. S. Witherby, and William C. Ferrell. As was the case later with the San Diego & Arizona, the purpose of this

company was to build as far as Yuma, Ariz., there to connect with whatever line might be built to that point from the East. To start such a work it was necessary to make a survey from San Diego over the mountain to what is now the Imperial Valley, no previous survey having taken in that section. The surveyors followed the general line of the San Diego River up as far as Santa Ysabel, at which the mountain to the East now forks, one lateral going to Warner's ranch and the other climbing the hills to Julian. The surveying party brought back a very encouraging report which to some extent was verified in later years when the San Diego, Cuyamaca & Eastern Railroad was built as far as Foster, with intentions to keep climbing over the mountains to the East. In 1855 the city voted to give the company nearly 9,000 acres of land with the proviso that the road be built. It never got beyond the surveying stage. While hope was still strong for it in San Diego, the Civil War began to loom, and that soon became reality. After the war there were several other railroad projects from which San Diego got small hope, but it was not until 1871, when the Texas & Pacific was organized, by Thomas A. Scott and a group of associates, that this hope came anywhere near realization. The following year, Scott, who was head of the great Pennsylvania road of the East, got authority from Congress to build from the Mississippi River to the Pacific Coast. San Diegans then selected a committee of forty citizens to work toward the end that San Diego might be made the western terminus of the Scott road. Thomas L. Nesmith was made chairman, and A. E. Horton, who by that time had put into the new town an enthusiasm which could not be restrained, went to Washington to confer with Congressman S. O. Houghton of California and Gen. Thomas S. Sedgwick, who several years before had made a survey to San Diego. Scott seemed very favorable to San Diego's presentation and he made arrangements to come here on a visit. As soon as he reached the coast, August 20, 1872, he announced that he had come to the West purely on business "in fact, to visit San Diego, the Western terminus of the Texas & Pacific Railway." He also said: "Work will be commenced at San Diego immediately, as the charter of the company requires the line to be commenced at that place before the end of the year." The Scott party was described at the time as "the largest party of distinguished persons ever visiting the Pacific coast." Certain it is that its coming across the continent aroused much interest, and when it started down the coast from San Francisco, to which it had gone by rail, and in considerable style, the San Francisco newspapers sent along reporters to "cover" the doings at San Diego. They did it, too, at considerable length. The trip down the coast was made on the steamer California, a stop being made at Santa Barbara. The arrival here was on August 26. It is well here to stop a moment and consider the makeup of this party, indeed distinguished.

These were Directors: Col. Thomas A. Scott, president of the road; Gen. G. M. Dodge, chief engineer; W. T. Walters of Baltimore, Col. John W. Fornay of Philadelphia, Former Senator John S. Harris of Louisiana, John McManus of Reading, Pa., and Gov. J. W. Throckmorton of Texas. Others in the party were: Col. George Williamson of Shreveport, La., Senator John Sherman of Ohio, N. P. Dodge of

Council Bluffs, Iowa. W. H. Rinehart of Rome, Italy, John P. Greene, secretary to President Scott, W. H. Brady, D. B. Jackson, agent of the Pennsylvania Central Station at San Francisco, Miss Walters and Mrs. John P. Greene. Accompanying the party from the North by invitation were Gov. R. C. McCormick of Arizona and Senator Cornelius Cole. There was a large crowd at the wharf to welcome the visitors headed by the "Railroad King," as the Union of that time described Scott. Carriages took all to the Horton House, then the finest hotel in all Southern California, and greeting them all there was Horton, "the happiest looking man we have ever seen." A meeting had been arranged for outdoors that evening that all San Diego might see and hear Scott, but while the party, or most of it was out taking carriage rides that afternoon, a light rain, not to be expected at all at that time of the year, came up, and it was decided to have the meeting in the rink under Horton's Hall. This was soon crowded. Chairman Nesmith of the Citizens' Committee presided and presented Col. Scott, who spoke at some length. He declared he did not see why the railroad should not be built to San Diego within five years. He referred to the fact that other communities—"your neighbors"—would be working for trade with the East, and mentioned San Francisco in particular. But he added: "Your location is so many miles nearer to the Atlantic that you must certainly secure the most liberal share of the commerce I have referred to."

Several other members of the Scott party spoke. So did Prof. Louis Agassiz, who had come here a few days before on the steamer Hassler, which had brought a party of scientists from the East for exploration and acquisition of various specimens of animal life. Prof. Agassiz said "This day is the one from which you can date your real prosperity." The good professor of course was not able to look into the future and see the "Black Friday" that was on the calendar of the Fates.

The next afternoon Col. Scott met with the Citizens' Railroad Committee and the Board of City Trustees in the parlor of the bank, the San Diegans being assembled to hear his proposal, expressed simply, as it came from the great railroad man to the humble, expectant community:

"First—That you give us a clear and perfect title to all the lands of the San Diego & Gila Railroad Company.

"Second—That you give us the right of way through the city and county of San Diego, 100 feet wide at the stake lines.

"Third—That you give us the lot of land (as designated on the map) 1,500 feet in length by 600 feet in width, adjoining the waterfront, with streets and alleys vacated.

"Fourth—That you give us 100 acres of tidelands (as designated on the map) to be acceptable to the company as to shape; or the same amount of tidelands within the boundaries of Horton's addition, adjoining the shore.

"The title to these lands to be clear and perfect as given in the agreement.

"If the passenger depot is selected in Horton's addition, or otherwise, the tidelands to be adjoining."

152 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

A committee was appointed to confer with a special committee of the San Diego & Gila company with reference to terms on which the lands granted to that company could be obtained for the new railroad venture, and a second meeting was held in the parlor of the Horton House that afternoon. The San Diego & Gila committee, headed by Col. W. Jeff Gatewood of the World, proposed to sell the required lands for not less than \$100,000. This proposal was accepted, and it was voted to notify Colonel Scott that his terms were agreeable. Scott immediately said that he was eager to go ahead with actual construction work.

"I don't expect to live forever," he remarked, "and I want to see this road finished before I die."

"San Diego is jubilant," said the Union next day in describing the feelings with which the city took the news. "Scott has passed his word, and he never goes back on a pledge."

The feeling of jubilation was evident throughout a farewell banquet which was served at the Horton House. After the viands had been eaten and the wine had been used in toasts, a salute was fired and the party was escorted by happy San Diegans to the steamer California, which took the visitors on the first leg of the journey back East.

Formal transfer of the property and franchise of the old San Diego & Gila to the Texas & Pacific was made in the following December. The San Francisco papers at the time valued the properties at \$3,000,000, and it is said that Colonel Scott himself valued them at \$5,000,000.

Grading work on the San Diego end of the proposed road was started on April 21 of the next year. The ceremony was hastily arranged, but was nevertheless impressive. Work was started on the railroad lands about 100 yards from the Mannasse & Schiller addition. Among those taking part was J. S. Harris, a director of the Texas & Pacific; Thomas L. Nesmith, head of the citizens' committee, presided, and said:

"The day has at last arrived. The Texas & Pacific, as you are well aware, has been endowed by Congress with extensive land grants, and it has been further liberally aided by the State of Texas sufficiently so as to guarantee its completion.

He also expressed the hope that the road could be finished in time for all San Diegans to travel over it to the Centennial celebration in 1876, a remark which was heartily cheered. Horton who turned the first sod, paused after he had taken off his coat and hat to start the task and said:

"I regard this as the greatest honor the Pacific Coast could possibly confer upon me."

At this time there were some murmurings of discontent in San Diego that progress on the new railroad was not faster, but Scott, it seems, was doing all he could. In the fall he went to Europe to complete arrangements with French financiers for taking bonds. While the papers were being drawn up he went away for a visit. The papers were completed and the financiers were ready to sign, but

Scott delayed his return. Then came the news of the "Black Friday," signal of a financial crash, and when Scott came around for the necessary signatures the financiers had changed their minds about making the proposed loan. Scott sent word to San Diego that he could not carry out the plan.

Scott, as a matter of fact, had not given up the fight, but his hope now rested on the possibility of getting a subsidy from Congress, and that hope was shared by the people of San Diego, who devoted much time, money and effort in their work to bring about if possible the necessary legislation by Congress. Collis P. Huntington, however, was making his influence felt against Scott, and the fight for a subsidy was a losing one from the start. As a matter of fact, there was much feeling at the time against the award of large grants to encourage railroad building, and Congress was acutely aware of this sentiment.

When the Texas & Pacific was chartered in 1872 three surveying parties had been sent out. The three routes which they took were the southern by Campo, a middle way, via Warners, and the northern, through the San Gorgonio Pass. Disposition of national legislators to arrive at a compromise in the railroad fight was based on the possible use of the San Gorgonio Pass. San Diego saw that use of this route and the establishment of San Francisco as the western terminus, as proposed in the compromise, would not be to San Diego's advantage.

That the San Gorgonio route would be to the distinct advantage of Los Angeles became apparent soon to the people of that city, who later gave Scott's opponents \$400,000 to use it and no other.

While their motives were being argued San Diego sent several special representatives to Washington, and a number of long telegrams were exchanged. In December, 1876, the Board of City Trustees and the Citizens Railroad Committee sent to Colonel Scott a telegram in which he was told that San Diego was relying on his pledges, and that it was his duty to demand the "direct route" into San Diego, and that San Diego would unanimously oppose any compromise which did not include the direct line. Colonel Scott sent this reply:

"Have used my utmost efforts to secure to San Diego a railroad line on such route as can best effect the object; and if you can effect it in any better shape than I can, I should be very glad to have you take it up and adjust it with any party, or on any terms that you may think best. But in taking these steps, I shall expect you to relieve me of any possible obligation."

About a month later, in January, 1877, Gen. Thomas S. Sedgwick, who had been engaged by the San Diegans to work in their behalf at Washington, sent a telegram to the Board of City Trustees in which he declared that in his opinion it was best for San Diego to support the proposed compromise to the subsidy bill then pending in Congress and that San Diego should make concessions to get a railroad even though it came by the San Gorgonio route. "We are losing friends in committee by our persistence," he said, "and cannot

count our present strength hereafter for any other move. By yielding we may get guaranteed bonds subsidy for whole line; and if Huntington does not build San Gorgonio line you will have the direct route, under the bill, by the time the through line is completed. The committee concede that the direct line must follow soon under any conditions." Sedgwick's telegram concluded thus:

"At this time shortness of route is not so important as results in developing Arizona and getting connections that will increase your commercial importance and population and trade many-fold in few years, which growth will enable you to build the direct route long before you will need it to cheapen freight. Why not help yourselves now, to strengthen yourselves hereafter? Unless the subsidy bill passes, there will be no road for you to meet."

The city trustees sent to General Sedgwick this answer, which was heartily endorsed by the people of the city:

"It is the deliberate and unchangeable conviction of San Diego, that the proposed connection north of here, in the hands of the Southern Pacific Company, would be an injury instead of a benefit to us, because:

"1. It places in control of one corporation for all time every approach to our harbor.

"2. Trade and population would be taken away from, instead of brought here, while the road is building. It is now moving from the northern part of the county to Colton.

"3. By occupying the only passes it would prevent extension of Utah Southern road and connection with Union Pacific.

"4. It would supersede construction of direct line from Anaheim, increasing our distance from San Francisco to 650 miles.

"5. It would increase the distance from Yuma, by sixty miles.

"6. Experience has taught us that the strongest promises in a bill do not protect us against subsequent amendments at the desire of the corporation. Legislation that fails to require immediate beginning at the end, and construction of so much road before next session of Congress as to remove the temptation to amend bill, is worse than worthless.

"7. Whatever supposed guarantees may be put in bill making the road a 'highway', it is well known by all engineers that the company building the road holds in fact control of it; and no other company can have equal use, or will build parallel road.

"8. Southern Pacific Company one year ago agreed to build on direct line, provided San Diego would consent that it should have the western end.

"So far from a San Diego standpoint: But we hold no petty local view; we supplicate no favors. The interest of San Diego is here bound up with national interest. We submit to impartial statesmen the conceded truth that the proposed compromise diverts the nation's bounty from the original purpose of the Southern trans-continental legislation; deprives all the millions east of San Diego to direct access to their nearest Pacific harbor; and destroys competition for all time. San Diego's natural advantages are such, that in asking

the nation's aid for the construction of a railroad to her port, she asks it upon a line, and upon terms that will contribute to the Nation's support and wealth for all time to come; while the compromise plan will be an intolerable and interminable national burden. For these reasons San Diego prefers No bill, rather than the San Geronio branch. Read again both our dispatches to Lamar."

Hope for the San Diego plan died hard, but went out at last in 1878. By that time, however, San Diego's population had dwindled away to a disappointing extent, many residents having seen the handwriting on the wall that ordered San Diego to wait for her direct road. This exodus had, in fact, begun as soon as the Scott's failure abroad and of the "Black Friday" collapse had been received in San Diego. A good many persons in poor or moderate circumstances had started to buy land of Horton, and they appealed to him for aid, which he promptly gave, repaying dollar for dollar and taking back their contracts. San Diego's population had grown to more than 4,000, but this fell off to about 2,500. There were hard times not only in San Diego but elsewhere, so the city settled back and waited for new railroad plans. While it waited, its people went to work developing their home resources, so to this extent the loss of the direct railroad at that time was of some good even to disappointed San Diego.

There was some hope for a time, indeed, that Huntington might build the Southern Pacific to San Diego, but nothing came of that hope, and Huntington, it seems, gave little ground for it. In fact, he told friends that it was not to the interest of himself and associates to build to San Diego at the time. He made a visit here with some of those associates and they were well entertained by the people of San Diego—Horton put them up at the Horton House and "did not charge them a cent," as he said with some quaintness in later years. Horton says that Huntington offered to build the road from San Diego to Yuma if San Diego would give only half the property which it had agreed to let Scott have if his Texas & Pacific went through. And this half would have been a princely gift. But Huntington apparently was making the offer only as a "feeler," at any rate, nothing came of it. E. W. Morse, a San Diegan who was a careful observer of events in the city and who made accurate reports of those events, has expressed the opinion that Huntington did not intend to build here and that his visit to San Diego was for "political effect." He says that Huntington never actually made any proposal. Telling of Huntington's meeting with the San Diego committee, Mr. Morse later said that Huntington declared that he was not ready.

"I told them," said Mr. Morse, "about General Rosecrans' trip to Jacumba Pass and what he said about the route. Mr. Huntington objected that it would take them down in Mexico, which he thought would make undesirable complications."

Mr. Morse suggested that he could make some such arrangement with Mexico as had been made by the Grand Trunk in skirting the Canadian border. On this Huntington took a non-committal attitude, although General Rosecrans continued to praise the proposed route, partly through Mexican territory. It is interesting to note that the

San Diego & Arizona Railway, completed many years after by Mr. Spreckles, with the help of the Southern Pacific as a partner, took a route which ran through Mexican territory, dipping into the Southern Republic at Tijuana and emerging near Jacumba, in the mountains.

Mr. Huntington and his party left San Diego without submitting any proposal, and none was forthcoming later. This was followed by charges that Huntington was showing a spirit of vindictiveness. This feeling was not shared by Morse, who was in close touch with the situation and who was concerned with all the correspondence and negotiations connected with it. He attributed the attitude of the Huntington interests to the fact that they wanted the long haul into San Francisco and that if they had built to San Diego they would have been obliged to share the profits with a steamship line.

By 1879 the Atchison, Topeka and Santa Fe, stretching its rails across the continent in an ambitious plan not only to span the United States but to connect at the Pacific coast with a steamship service by which it might obtain a large share of the trade with the Orient, had been built as far as Santa Fe, New Mexico. To the heads of this great system the people of San Diego, still hopeful and confident that they might escape isolation in the development of transcontinental railway systems, went at last for relief. Ultimately they obtained it, only through no fault of their own to have disappointment embitter the cup of joy. They got the railroad connection but it soon developed that it was nothing more than a connection, instead of making San Diego a great western terminal.

In the negotiations which led up to this end Frank A. Kimball of National City was the acknowledged leader; and to him is largely due the credit not only for what San Diego actually got but for the far greater portion to which she was rightfully entitled by reason of her natural advantages and generosity. Frank A. Kimball and his brother, Warren C. Kimball, owned large stretches of land in and about National City, where they had resided for some time. The family had a "show place" at the time when Col. Thomas A. Scott and his distinguished party had visited San Diego in 1872. Some of the Scott party took luncheon there. Mr. Kimball even before that had been actively interested in the plans to obtain a railroad for San Diego.

In 1878 he corresponded with Commodore Vanderbilt and with Jay Gould, then at the height of their power, but got little satisfaction from either. Smythe's history tells in an interesting manner of the careful way in which the next step was taken.

"After six months of futile correspondence with the railroad kings," he writes, "Mr. Kimball called a secret meeting at the residence of E. W. Morse on Tenth street in the spring of 1879. He and Elizur Steele represented National City, while Mr. Morse and J. S. Gordon represented San Diego. John G. Capron joined the secret committee at an early stage of the movement. It was decided that a vigorous effort should be made to induce one of the railroads then building across the continent to come to San Diego Bay. Mr. Kimball was selected, was elected to represent the committee in the East and started on his mission about the first of June, 1879. The

sum of \$450 had been raised in San Diego and National City toward the expense of his trip, and he raised the balance by putting a mortgage on his house. He took with him the endorsement of the city authorities and of the Chamber of Commerce.

"Mr. Kimball went first to Philadelphia, where he soon concluded that there was no hope of doing anything with the Texas & Pacific. In New York he learned what he could of the intentions of Stanford and Huntington and came to the conclusion that the best hope of success lay with the Santa Fe, which was determined to strike the Pacific ocean somewhere and which, as he soon learned, was most favorably disposed to Guaymas, in Mexico."

Then he went to see Thomas Nickerson, president of the Santa Fe System, at Boston, and spent several months there, pleading San Diego's cause with Nickerson and with other officers and directors of the line. That he did a hard task well is evident from all the records of that time. Ultimately he got the Santa Fe financiers, who were then powerful but not in a perfectly commanding position in the railway world, as was later evident, to promise to build a road forty miles east from San Diego within eight months. The Santa Fe, of course, was to build west and to connect. On his side he had agreed to raise \$10,000 cash to pay for a right of way, to give 10,000 acres of the great National Rancho and to get much additional subsidy. The Santa Fe sent out three representatives, including an engineer, the next month, to investigate and they reported favorably. Then came the first of a series of disappointments resulting from San Diego's dealings with the Santa Fe. The news came that the directors, instead of running their line through by the southern and direct route, had decided to go in with the Atlantic & Pacific as the result of overtures which had been made by that line, to take an interest in the Atlantic & Pacific across the northern part of Arizona, to share in the advantages which that would give the Santa Fe of connection with San Francisco, always predominant in the California railway field, and, finally to share in the rich land subsidy which the Atlantic & Pacific had obtained. The new railroad deal was carried out, and the first agreement which Kimball had negotiated was off. So, after several conferences of the San Diego committee, he was sent back to Boston. There he succeeded in getting another agreement from the Santa Fe. San Diego raised a magnificent subsidy whose value amounted later to more than \$3,000,000. A syndicate was formed to handle the lands put in by Kimball and others. The Santa Fe agreed to run a line by way of Colton and to connect with the Atlantic & Pacific. An arrangement, which was not made public at the time and which subjected Kimball to some very severe criticism later provided that the real terminal should be at National City; to this, however, National City and the Kimballs, by reason of their donations, were apparently entitled, as Smythe views the matter. At any rate the terminal was put there, and National City as a result had a boom which threatened to put it out in front of San Diego.

San Diego's subsidy to the Santa Fe was indeed a princely one. Practically all who could well do so contributed to it and the final list shows a total of \$25,000, more than 17,000 acres of land and 485

city lots. The Kimball brothers led the list with 10,000 acres, but there were many others who gave generously. The Bank of San Diego, for instance, gave \$1,000; John G. Capron, who was active in the railroad negotiations of the time, gave \$750; D. Choate, well known San Diegan, donated \$400; Gordon & Hazzard's gift was \$500; George Hyde's was \$600 and twenty acres; George W. Mars-ton, ever eager to aid San Diego, was down on the list for \$300; E. W. Morse, with whom the San Diego committee had kept in touch with Kimball while the latter was in the east, gave \$750; Charles S. Hamilton gave \$500; Col. A. G. Gassen contributed 300 acres; David Felsenheld gave twelve city lots; A. Overbaugh's name went down for \$500 and twelve city lots; A. H. Wilcox subscribed \$1,000; A. E. Horton was down for \$250; the city of San Diego put in 4,500 acres and 124 city lots. And so it went until there was more than 250 individuals and firms on the long list—a truly remarkable evidence of civic pride, faith in San Diego and generous, patriotic desire to help in the city's advancements.

The contrast presented by what the Santa Fe did, finally removing its "terminal" at National City and abandoning all effort to make San Diego a great railroad point—"utter bad faith," Smythe calls it—is not a picture pleasant to San Diegans. It must be remembered, however, that those of the Santa Fe who would have gladly helped San Diego were not always in a position to do so. Those were days of two-fisted fighting in stock control of railroads; there was many struggles for such control of which there are few public records; the Santa Fe passed from the hands of Nickerson and his associates into other hands; policies were changed by force of necessity. Yet at this day the soreness of the Santa Fe hurts to San Diego have barely disappeared, although its relations with the newer Santa Fe are of the pleasantest kind. The erection of the beautiful Santa Fe station at the foot of Broadway in time for San Diego's Exposition of 1915 and 1916 is a notable example of the cordial relations now existing between the city and the great railroad system.

But to get back to the story. To complete the bargain with the Santa Fe, San Diego wanted to hand over to the railroad the lands which had been given to Colonel Scott's Texas & Pacific road, never built. There was a long delay in settling this—a delay extending over several years—and the upshot of it all was that the Texas & Pacific retained half of the lands. This seemed to be the best way out of it, and that was the way finally taken in 1880 when the case was finished before Judge McNealy in superior court.

In October of that year the San Diego end of the new road was chartered as the California Southern Railroad, to build from National City to San Bernardino. The officers were: Benjamin Kimball, who was soon succeeded by Thomas Nickerson of Boston, president, and M. A. Luce of San Diego, vice president. Other directors were George B. Wilbur and Lucius G. Pratt, who had come with engineer W. R. Morley from Boston early in the Santa Fe and Kimball negotiations; John A. Fairchild and Frank A. Kimball. Judge Luce was attorney. The preliminaries were arranged as quickly as possible, and actual construction was rushed. By June, 1881, the first rail had been laid at National City. A year and a half later and the road was

through to Colton, which was reached by way of Oceanside and the Temecula Canyon, and in September, 1883, the line had been built to San Bernardino. While the road was being built there San Diego grew rapidly. Then came disastrous times in the winter of 1883-84, the winter floods rushing down Temecula Canyon and ripping out thirty miles of track.

The disaster—for it was nothing less—led many to believe that the line would never be rebuilt, and “thousands,” to quote Judge M. A. Luce, left the city. The sum of \$250,000 was set as necessary for the rebuilding work, and this at last was raised by putting a second mortgage on the property, and the line through Temecula Canyon was improved. It was, however, abandoned and a new line was run up the coast to San Juan Capistrano and Santa Ana, making a connection with the Santa Fe from Los Angeles and thereby creating a branch of the San Diego line. As Smythe says, “from that time forward the Santa Fe railroad ceased to serve the purpose which the people of San Diego had in mind when they contributed their subsidy—the purpose of developing a seaport as the direct outlet of a true transcontinental railway—but this was not fully appreciated at the time.”

By that time, too, the Southern Pacific, rival of the Santa Fe, had apparently got stock control of the Atlantic & Pacific and had threatened to build a line from Mojave to Needles, making it appear that the California Southern would be left “up in the air” with one end dangling at the north without any transcontinental connection and necessitating the construction of 300 miles more of road even to connect with the Southern Pacific. The Santa Fe financiers, however, got back control of the Atlantic & Pacific.

Through trains from the East began to arrive over the California Southern late in 1885, and on November 19 of that year the city held a celebration which will be long remembered by old residents of San Diego. A newspaper account of the affair refers to it as “our day of jubilee,” and such it was, with the whole city and many invited guests joining in the festivities. The day was started with a parade led by the City Guard Band, then newly organized, with sixteen pieces, C. A. Burgess being leader and J. D. Palmer drum-major. Then came the San Diego City Guard, the 7th Infantry Battalion of the National Guard of the state, Lieut. George M. Dannals commanding. Then, in order, were Heintzleman Post No. 33, G. A. R., H. H. Conklin post commander; Chevalier Division, Uniform Rank, Knights of Pythias, E. T. Blackmer commanding; children of the public schools, members of the city board of trustees, “Father” A. E. Horton, who was president of the day, with the speakers; officers of the Chamber of Commerce, officers of the Atchison, Topeka & Santa Fe, Atlantic & Pacific and California Southern; foreign consuls; veterans of the Mexican War and merchants of San Diego. The grand marshal was Gen. T. T. Crittenden, and his aides were J. C. Sprigg, Jr., and W. J. Hunsaker, with these assistants: W. W. Bowers, M. D. Hamilton, H. H. Conklin and T. J. Arnold. Speakers at the Opera House included Horton, Bowers, S. O. Houghton, Thomas S. Sedgwick, land agent of the Atlantic & Pacific; Joseph Winchester, British consul; S. C. Evans and L. M. Holt of Riverside and Dr. L. C. Gunn.

160 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Col. Blackmer read a poem written by Philip Morse which began with this stanza :

“Here at this southern gateway by the sea,
United firmly with a bond of steel,
The East and West clasp hands, two oceans join—
Two empires mingle with a common weal.”

The echoes of the big celebration had hardly died down before the Santa Fe shops at National City were moved. That let down the curtain on San Diego's brightest hopes from the Santa Fe. The great wharves and warehouses which had been planned in the days when Nickerson was at the helm would have been started, Judge Luce has said, if Nickerson and his associates had been young and strong enough to meet the financial crisis which then was beginning to loom; but they passed out of control of the great Santa Fe system and left it to the hands of others, hoping, as Judge Luce adds, “to save the company from the receivership which, in the end, they were finally compelled to accept.”

Yet as Judge Luce also says, it was San Diego alone of all the cities of California which brought the Santa Fe to the Pacific coast; and that much satisfaction San Diego may cherish for what it is worth. It is true also that the coming of the Santa Fe to San Diego gave the city a great deal of beneficial advertising and brought many to the city; and even though the end of the boom of 1887-88 saw a great deal of the population fade away; San Diego had received a net gain of no small importance. That is plain to an unprejudiced observer. To many who had worked hard and hopefully against this combination of circumstances which resulted in so much disappointment to San Diego, the outcome at the time served to be a cruel blow. Some years later indeed Judge Luce in a public address referred to it in such words as these :

“Thus in 1890 San Diego was again stripped of all its commercial hopes, and had nothing remaining to it as a resource for building a city except its attractive climate.”

San Diego's hopes could not be utterly crushed, however, as will be seen elsewhere in this volume.

Of those living in San Diego today there is probably no man who was more closely in touch with the dealings of San Diegans and the Santa Fe Railroad than is Judge M. A. Luce, well known citizen and attorney, to whom reference has been made. He was one of the organizers of the California Southern, by which San Diego obtained a connection with the Atlantic & Pacific line, and served for several years as vice-president and general counsel of that company. Moreover, before the California Southern was formed, he had lived in San Diego for about seven years and had not only seen the failure of the Tom Scott project but had been in close touch with the preliminary negotiations with the Santa Fe officials.

In a recent conversation with the writer Judge Luce gave the following interesting account of the California Southern and Santa Fe matters :

"The California Southern was organized in the fall of 1880 to build directly north to meet the Atlantic & Pacific. It was completed to Barstow in December, 1885. All of the subsidies which the people of San Diego gave for the new railroad were given to the California Southern—a matter of some interest in itself. These lands later were transferred to the Land and Town Company. For a long time the Santa Fe ran trains to and from San Diego by lease of the California Southern, as the Santa Fe at that time did not own the line. The road, as is well known, was built first up through the Temecula Canyon, going through Murrietta, Perris and Colton to San Bernardino, leaving Riverside about two and a half miles from the road. At the request of Riverside, which naturally wanted to be on the line of the new road, another survey was made to carry out Riverside's purpose of getting on the line. In connection with this plan the people of Riverside gave a banquet to which president Nickerson was invited as guest of honor, and I also was there. I recall that they displayed in a striking manner samples of the fruits which are grown in that section—oranges, lemons and so on—and their speakers declared that Riverside was the only big producing region in Southern California. Mr. Nickerson made a nice little speech in reply, talking in a kindly way, but declared that he would not swerve the line of the road by so much as a mile for all the products of Southern California. I mention this matter to make it plain that his purpose in having this road built was to furnish a connection by which he could carry out plans he had made for extensive international trade. He intended to have here wharves and depots from which three steamship lines would go on three routes, namely, to South America, the Hawaiian Islands, and to Yokohama and Hong Kong. Some have thought it peculiar that he made such elaborate plans for international commerce, but it must be remembered that Nickerson was a shipper and had made much money in that way. Then, too, it must be remembered that at that time coal was being mined very cheaply in Australia; it was delivered at the wharves in Sydney at about a dollar and a half a ton. One of his plans, for instance, was to bring that coal to San Diego and to carry goods from San Diego to Australia. That is just an example of how he had worked out his plans. Another matter which must be considered is the cheapness of coal in the United States at that time. For that reason Nickerson did not care much for heavy grades on the Santa Fe line; heavy grades and consequent consumption of extra fuel did not mean so much in those days as it would mean now. That is a point which I have found is not commonly understood by those who refer to that period.

"In accordance with these elaborate plans, plans were laid out for great warehouses and terminals and wharves. The failure came from the great financial break of 1892 and 1893. The whole San Diego plan was abandoned and the road was turned back into a combination with the Southern Pacific.

"The Santa Fe plan, as it affected San Diego, really failed as the Tom Scott plan had failed, because of financial storms. Why, when I came here in 1873 they were grading ten miles of road for the Texas & Pacific connection, and it looked very much for a time as if the Scott plan would succeed, but that was stopped by the financial

162 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

disaster which affected the whole world at the time. These matters were such as San Diego could not foresee or control.

"The new men in the Santa Fe as directors did not carry out the plans which Nickerson had made, and in the course of time they moved the shops from National City to San Bernardino and really made Los Angeles the terminal, at least for Southern California."

Before John D. Spreckels announced that he would build the San Diego & Arizona Railway San Diego made another effort, extending over several years, to provide a direct rail outlet to the East. That took form in the organization of the San Diego-Eastern Railway Company. This movement was started in the Chamber of Commerce, which appointed a railway committee, headed by George W. Marston, who for many years has been in the very forefront of every organized attempt to advance the interests of the city. That committee, styled the San-Diego Eastern Railway Committee, issued a statement of its purposes and an appeal to the public on July 20, 1901. This statement was summarized as follows:

"To the people of San Diego City and County:

"The San Diego-Eastern Railway Committee in response to the demand of the Chamber of Commerce and citizens generally, having given full consideration to the subject in hand, submits the following plan:

"First, to project surveys sufficient to determine the best route for the railroad from San Diego Bay to some point on the Colorado River.

"Second, to secure terminal facilities.

"Third, to secure rights of way and other necessary privileges along the lines of such route.

"Fourth, to secure the services of a competent chief engineer whose duties shall be to indicate the kind of route required to meet the highest demand of a first-class modern system and prepare detailed estimates concerning the cost of construction, equipment and operation of such line.

"Fifth, to secure all possible data and exact information for a prospectus which shall duly set forth the reasons why such a road should be undertaken without delay and shall make to capital an appeal in behalf of the project, absolutely convincing.

"Sixth, to secure the necessary subscriptions to carry out the work as outlined above."

One of the principal movers in the plan was Major S. W. Fergusson, who had taken a large part in the colonization of Imperial Valley. This great inland empire, watered by the "Nile of America", the Colorado River, was then in its infancy, but the vast possibilities of the section as an agricultural treasure ground were about to unfold, and Fergusson and other far-sighted men of the time had become convinced of its coming greatness. He was made general manager of the Chamber's committee. Other members of the committee were L. L. Boone, well known attorney, who was secretary; U. S. Grant, Jr., who later built the U. S. Grant Hotel in San Diego; John E.

Boal, superintendent of the San Diego Land and Town Company; F. S. Jennings, head of an investment company bearing his name, and W. F. Holt of Imperial Valley.

The following seven directors are named in the incorporation papers: George W. Marston, U. S. Grant, Jr., H. P. Wood, Charles N. Clark, John E. Boal, L. L. Boone and E. S. Babcock. A later list included also G. W. Fishburn, Julius Wangenheim and Homer H. Peters. At that time the officers were George W. Marston, president; John E. Boal, vice-president; L. L. Boone, secretary, and George W. Fishburn, treasurer.

The general plan, as outlined in the beginning, was to build a railway from San Diego to Fort Yuma, Arizona, following, roughly speaking, the lines laid down in various projects and surveys that had been made in the years preceding. Surveys were made by H. T. Richards, chief engineer, with H. Hawgood as consulting engineer, and when three years had elapsed it was announced that a line had been "carefully and completely surveyed" to Yuma. The company then made this statement:

"About thirty miles of this line has been permanently located and is now practically ready for grading. A careful preliminary line has been run from Fort Yuma through Southern Arizona to the town of Fairbanks near the present western terminus of the El Paso and Southwestern Railroad and also to Benson on the same line.

"These surveys have brought realization to our most hopeful expectations, as they have demonstrated beyond question not only the feasibility and practicability, but also the superiority of this trans-continental line over all the others now constructed, from the standpoint of its shortness, low altitude at which it crosses the mountain ranges and consequent low gradient, favorable curvature and cheapness of construction and maintenance, as very fully appears from our engineer's reports.

"A striking illustration of this superiority may be had when one compares the cost of this line with that of the Union Pacific, which is capitalized for over \$100,000 per mile.

"The amount of the capitalization of forty miles of that road would build and equip our line, in an equally substantial manner, from the bay of San Diego to the Colorado River, while the amount of the capitalization of 140 miles of that line would build and equip our line to the town of Fairbanks, Arizona, to a connection with the El Paso and Southwestern, a distance of nearly 500 miles.

"We have secured by purchase, or contract, the right of way over almost the entire line to the Colorado River, and have purchased, paid for, and now own thirty acres of land and many town lots near the bay, and along our right of way, within the city of San Diego, most eligible and suitable for shops, yards, terminal grounds, warehouses, etc., and have options to purchase 100 acres more.

"We have a franchise through the entire city of San Diego, and extending for over three miles along the most desirable bay frontage, giving us the most ample and favorable facilities for wharfage and shipping.

"We have a corporation formed under the laws of California, for the building of this line, capitalized for \$10,000,000."

The booklet in which this statement is made contains such a good picture of San Diego of twenty years ago that it is well worth reproducing:

"San Diego, with a population of 25,000, ranks as the second city of Southern California. Located at a distance of 126 miles from Los Angeles, and, like the latter, a favorite spot with Eastern tourists, it enjoys many of the improvements and facilities not usually to be found in a city of its size. It has an extensive system of street railways, connecting the residence sections with the business centre, with the ferry to Coronado, and with the depots of the Santa Fe system, and the various suburban railways. Additional franchises have been granted, and several new lines are under construction. The hotel facilities are most extensive and very superior, especially when it is considered that the famous Coronado is within thirty minutes' ride of the business centre. There are over sixty-five miles of graded, nearly four miles of asphalt paved and a considerable length of macadamized streets. There is a good system of sewerage, with about forty miles of pipe. The extensive water plant is now owned by the city. School accommodations are ample and of the best. The high school occupies a commanding site overlooking the town.

"There is a well equipped library housed in a large and beautiful building, erected at a cost of \$60,000, occupying beautiful grounds. As the seat of one of the largest counties in California, the city has public buildings of superior character. One of the finest normal schools in the state is also located here in a building of unusual architectural beauty. The comfort and attractiveness of its many homes, due in part to the presence of wealthy people, drawn here by the charming climate, has given to San Diego the name of 'Homeland' a distinction to which it is well entitled."

Naturally, there was no thought on the part of those working for the new railroad project that the line could be built by San Diegans alone. Their plan was to make preliminary surveys, obtain certain rights of way and then appeal to the great railway financiers of the nation in the hope of getting some man or group of men to take the plan up and finish the work. To carry on the preliminary work a sum of about \$40,000—no inconsiderable sum for San Diego to contribute in those days—was raised. Many citizens gave comparatively large sums, but a lot of small contributions, pleasing evidence of the unshaken faith of the people in the plan, were made. In all there were some 800 contributors. The directors of the railway gave loyally and unsparingly of time, money and effort to interest financiers and railway builders in the project. Mr. Marston and Mr. Boone made several trips to New York and other cities of the East and carried eloquent appeals to the great railroad men of that time, among them Phelps, Dodge & Co., George J. Gould and E. H. Harriman of the Southern Pacific. They were all interested, but none of them could take up the enterprise then. The time was not ripe, some said. It was evident that others who might have helped were so bound by certain agreements that they could not aid. Mr. Marston

recently related to the writer an amusing incident which grew out of a conference which he and Secretary Boone had with Cleveland Dodge of Phelps, Dodge & Co. The little San Diego road had been somewhat impressively capitalized for \$10,000,000, but only \$217,000 had actually been subscribed. The great railway magnate, having talked with his San Diego visitors for a few minutes, and expressing great interest in the plan, suggested that some knowledge which he had of the steel market would aid the San Diegans in their railway building. Steel, he said, was going to rise in price, and now was a good time to buy steel rails for that new road. Mr. Marston and Mr. Boone, knowing they had not the money available to equip even ten miles of the line with rails, nevertheless held straight faces and expressed keen interest in the "tip". But after they returned to their hotel rooms they had a laugh which sent them rolling on their beds for relief.

The San Diego project was enlarged on paper, in the course of time, to include a line clear through from San Diego to El Paso, and a statement of what could be expected of a railway running between the two cities was drawn up and presented to at least one railway magnate. Although it bore no immediate fruits, it contains such a clear and interesting summary of the railroad situation as affecting San Diego that space may well be given to it. The statement was furnished to the writer recently by Mr. Marston, who throughout the life of the San Diego-Eastern Company was naturally in close touch at all times with what that company tried to do. It is as follows:

1. El Paso is the terminus of five important railroads, viz., the Santa Fe, Rock Island, Texas & Pacific, Southern Pacific and Mexican Central. The St. Louis & San Francisco Railroad is also being built toward El Paso. From El Paso there is only one railroad, the Southern Pacific, running directly westward to the Pacific coast. This road is doing an enormous business, and present traffic alone justifies another line.

2. San Diego is the nearest Pacific port to El Paso, the distance being about 750 miles, a less distance than El Paso is from Galveston in its own state. By the proposed San Diego-Eastern Railroad the mileage from El Paso to San Diego will be 100 miles less than to San Pedro, the port used by Los Angeles. It is even a less distance to San Francisco by way of San Diego harbor, using steamer connection at San Diego, than it is by rail from El Paso to San Francisco over the Southern Pacific. It can be easily demonstrated that freight transportation between San Francisco and El Paso will cost less per ton via San Diego than by any other route. It naturally follows that the short line advantages of the San Diego railroad apply particularly to the whole southwest country that is covered by the railroads terminating at El Paso, and also in a large measure to general transcontinental traffic from the Atlantic to the Pacific.

3. San Diego has a safe, capacious harbor that is adequate for the largest commerce. Its natural advantages are now being improved by the United States Government with an expenditure of \$267,000. Before the end of the year the depth of water over the

bar will admit vessels of 30-foot draught at mean low tide (this work had been accomplished in November, 1903), and the new jetty is expected to maintain this ample depth. The port is only 116 miles from the great circle route that ships would take from Brito or Panama to Yokohama, and on the completion of the isthmian canal this will be of great commercial importance. In general, the harbor of San Diego is recognized as the natural shipping point for an immense commerce. Even under adverse conditions the imports and exports for the year 1900 amounted to four million dollars valuation.

4. A thorough railroad survey from San Diego to Yuma, and a careful reconnaissance from Yuma to Tucson and Benson, Arizona, have demonstrated very clearly that the proposed short line from San Diego directly eastward is not only practicable, but that it is a better one physically than any of the existing lines that enter California. For more detailed information, reference may be made to a "Summary of the Survey of the San Diego-Eastern Railway", which the San Diego committee has prepared.

5. The opportunity herewith presented for profitable freight business is very unusual. The possibilities of transcontinental traffic in connection with steamship lines to the Orient can hardly be estimated, but any conservative consideration will satisfy one of the immense business that can be secured. Undoubtedly a large share of Central California business will come to the new railroad, owing to cheap water transportation along the coast, as compared to the costly railroad haul between San Francisco and Yuma, a distance of 730 miles. Mexican and South American business will certainly be done through the port of San Diego, as both water and land distances are shorter for traffic interchange between points south of San Diego on the Pacific and the large cities of the West and Southwest. Thousands of tons of ores for Colorado smelters, and great quantities of coffee for the Middle West are now carried past this port to San Francisco, owing to the lack of railroad and steamship co-operation. For South-eastern Arizona business, San Diego is the natural western connection. The largest item of freight would be lumber, which can be handled more cheaply through this port than anywhere else. The Southern Pacific is carrying annually about 6,000 carloads of Puget Sound lumber to Arizona, all of which goes via San Pedro now. Phoenix, Tucson, Bisbee, Yuma and other Arizona cities would welcome a short railroad line to San Diego and have business to offer.

Colorado Delta traffic is all tributary to San Diego, and the most fertile part of it lies in San Diego County (that was before Imperial County was formed) and in Lower California south of San Diego County. This county is now 298 miles by rail from San Diego City, and the new road would bring it 150 miles nearer. The amazing development of the Imperial Valley will alone justify the building of the California part of the proposed road. Within three years 4,000 people have settled in the valley; production of grain and livestock has risen from nothing in 1901 to 10,000 tons in 1903; and the estimate for 1904 in 40,000 tons. The water supply from the Colorado is ample for millions of acres, and the Imperial companies alone have 300,000 acres of irrigable land. As only a tenth of this is yet under cultivation, the increase of production will be enormous.

6. San Diego is a city of 25,000 people and is growing rapidly. Its local railroad business makes the California Southern railroad line from Los Angeles to this point one of the most profitable lines on the Santa Fe system. The county produces more lemons and honey than any other in California; general agricultural conditions are good this year; 50,000 tons of grain (including Imperial Valley) have been produced; industries are improving, and all kinds of mercantile business growing. The United States Government is expending about a million dollars in fortifications, barracks, quarantine station, roads and harbor improvements. Every year adds to the material resources and traffic business of San Diego city and county.

7. The passenger business of the San Diego-Eastern Railroad would be vastly larger than on ordinary lines in the western interior. San Diego is an unrivalled tourist and health resort in both summer and winter. With all its present adverse conditions in respect to railroads, it attracts thousands of travelers here each season. Three thousand people were at Tent City, Coronado Beach, at one time during the present summer, and direct railroad connection with Arizona would add immensely to summer travel. Transcontinental passenger business would of course be very large, tourists naturally preferring to begin their Southern California travel at the most southern point.

8. Looking at the proposition in a large, general way, it is very evident that a modern railway from El Paso to San Diego, being 100 miles shorter than the Southern Pacific to its ocean terminals and built under a bond issue perhaps one-half that of its competitor, would easily take the lead in economy of operation and profitable results.

Among those to whom an appeal was made was John D. Spreckels, whose interest in San Diego had been aroused. F. S. Jennings was selected to confer confidentially with him, but Mr. Spreckels was not ready then to announce his plans, which later gave the San Diego & Arizona to San Diego. Nor was Mr. Harriman of the Southern Pacific ready to aid. But in December, 1906, the San Diego & Arizona announcement was made, and it later developed, through announcement by Mr. Spreckels, that the great head of the Southern Pacific was his partner in the enterprise.

When the plans for the new lines had been made, the San Diego & Arizona took over the entire holdings of the San Diego-Eastern and Mr. Spreckels sent to Mr. Marston a check covering the amount of the fund which had been subscribed by San Diego people.

At one time the San Diego-Eastern plan had been worked through to such an extent that a third interest had been taken, or was about to be taken, by each of two well known men heavily interested in railroad building and the San Diego-Eastern directors tried to get Mr. Spreckels to take the remaining third. Mr. Spreckels held off, however, and Mr. Harriman although he came here to see the city and its possibilities, also declined to give a definite answer. When he arrived in San Diego, Chief Engineer Richards of the San Diego-Eastern was out of town, engaged in field work for the road, and by the time he was brought in to give engineering information which the directors wished to give Mr. Harriman, the great railroad man



JOHN D. SPRECKELS DRIVING THE GOLDEN SPIKE TO MARK THE COMPLETION OF THE SAN DIEGO & ARIZONA RAILWAY

At his right are William Kettner, then Congressman, and Louis J. Wilde, then Mayor of San Diego. Behind him stands Read G. Dilworth, General Counsel of the Spreckels companies. Prominent figures at his left are E. J. Kallright, engineer in charge of construction, and D. W. Pontius, then general manager of the road, who has been succeeded by A. T. Mercier.

had gone to Santa Barbara. Secretary Boone and Engineer Richards went on after him later, but accomplished nothing, although the San Diego-Eastern plans were laid before the Southern Pacific's engineer at San Francisco at about that time.

At all times in the history of the San Diego-Eastern, to which in no small degree is due the credit for bringing the San Diego & Arizona to San Diego, the people of the city took keen interest in what was going on, or in what they could learn of the various negotiations, and the various visits which the officers of the road made to interview great railway men were watched closely. At various times this interest was impatient, as San Diego wanted the direct road to the East and wanted it quickly, and this impatience even took the form of suggestions that actual construction ought to be started at once; those suggestions, or demands, of course, were based on misinformation as to the money necessary for such work and as to how little the company actually had to spend.

With the driving of a golden spike, the last put into the ties of the San Diego & Arizona Railway, John D. Spreckels, president of the line, on Nov. 15, 1919, brought to realization a dream which San Diego had cherished for many years. By this spike-driving the noted San Diegan also closed one of the most interesting chapters in the whole history of American railway building. For the building of this direct rail outlet to the East, making connection with the Southern Pacific lines and thus providing one of the shortest routes to the East, was accomplished only by dint of great perseverance and pluck on the part of its sponsor. It was on Dec. 14, 1906, that John D. Spreckels' morning newspaper, *The San Diego Union*, thrilled the city with the announcement that this railroad was to be built. Yet the task extended over nearly thirteen years and was attended by discouragements and setbacks which would have daunted most men. It is to be seriously doubted that the line would have been built—at least for a long time after it was actually finished—but for the persistent courage and never-ceasing faith of its builders, headed by Mr. Spreckels. The financial item alone is one of staggering importance, for to construct the 148 miles of line from San Diego to El Centro in Imperial Valley required a sum said to have been approximately \$18,000,000. Yet other great factors entered into the problem, making it seem at times almost impossible of solution, except perhaps after long and disheartening delay. The railroad, however, was put through as have been most enterprises to which John D. Spreckels has set his shoulder.

It has developed since the plan of the San Diego & Arizona was announced that John D. Spreckels was not the originator of the road. Records of the courts in a dispute, happily settled, with the Southern Pacific Railway show that he was approached by men high in the councils of that great railway system to act in behalf of the Southern Pacific in building a line from San Diego across the mountains into Imperial Valley. The Southern Pacific, for reasons sufficient to its controlling interests, did not wish, at the time, to be identified with the project. To quote from an address made several years ago by William Clayton, vice president of the Spreckels companies in San Diego and always enjoying Mr. Spreckels' fullest confidence, "it was

not possible for them (the Southern Pacific interests) to come in either under their own name or as some other small corporation without being suspected, but as long as Mr. Spreckels would announce his intention to build the road, it could be done without suspicion."

So Spreckels announced the plan. The news created one of the greatest real estate booms which San Diego ever had, but it was a "good" boom, based on actuality, and the city began to forge ahead rapidly. Few doubted Spreckels' ability to complete the task as he promised he would. Evidence of this is found in the columns of the San Diego Sun, then going under the merger name of the San Diegan-Sun, an independent newspaper which on occasion has fought the Spreckels interests in matters of public discussion. After the announcement was made, the Sun gave Spreckels credit "for securing to San Diego what has long been San Diego's most urgent need—a railway direct to the East." Confidence also was expressed by the Sun's editor that Spreckels would carry the plan to success and called on the people of the city "to lift their hats to him." Smythe in his history, written just about the time the announcement was made, referred to it as starting "a new epoch" in San Diego.

The articles of incorporation of the San Diego & Arizona were drawn up June 14, 1906, although they were not filed until Dec. 14 of that year. The incorporators were John D. Spreckels, his brother, Adolph B. Spreckels, his son, John D. Spreckels, Jr., William Clayton, to whom reference already has been made, and Harry L. Titus, for years the highly trusted legal advisor of the Spreckels interests in San Diego.

Typical of President Spreckels was his generous announcement, soon after the papers were filed, that he would repay, dollar for dollar, the sum collected by those loyal San Diegans who had tried so valiantly before to put through a railroad under the name of the San Diego-Eastern. And the whole sum was paid back by him. He also announced the filing of condemnation suits to obtain rights-of-way in the city, instead of asking at the very start for a generous subsidy, as others had done before him.

Actual work on the railroad was started in a short time. Yet the task was monumental and progress was distressingly slow—or thus it seemed to the loyal but long-waiting people of San Diego. In 1911, for instance, it was announced to the world through a Chamber of Commerce booklet that sixty miles of grading had been done and fifty-five miles of track had been laid. But, impressive as those figures were, the road was far from being finished four years after it was begun.

E. H. Harriman, the great railroad wizard, was of course interested in the work, but his most active interest seems to have been aroused no sooner than the spring of 1910, when he came to the Pacific coast in his private car and paid John D. Spreckels a visit at the latter's home in Coronado. Again to quote William Clayton:

"John D. and Mr. Harriman had a heart-to-heart talk. Mr. Harriman took a liking to Mr. Spreckels and Mr. Spreckels took a liking to him, and they became fast friends. Mr. Harriman told Mr. Spreckels to go ahead, and he would stand behind the enterprise.

Mr. Spreckels was to finish the road, and any pledges Mr. Spreckels made were to be cared for by the Southern Pacific and would be fully and completely redeemed. Mr. Spreckels went ahead. Then Mr. Harriman died. (That was on Sept. 9, 1909). A sudden change came over the policies of the Southern Pacific. They went back on Mr. Harriman's word and literally left Mr. Spreckels up in the air. He went on to New York to see the Southern Pacific. They seemed obdurate and disinclined to do anything. They refused to accept Mr. Harriman's pledges. As an outcome of this meeting a sort of agreement was entered into whereby Mr. Spreckels claims he had the right to take over the railroad within a period of twelve months under certain conditions."

The controlling forces in the Southern Pacific at the time, however, contended that they had actually sold the road to Spreckels. The question was taken to the courts, and at last was settled to the satisfaction of all concerned—for the road was continued. But there was a long delay. At the completion of the line Mr. Spreckels himself threw light on this part of the affair when he told about the refusal of the Southern Pacific to go ahead with the Harriman plan. He had asked the new president of the Southern Pacific why he wanted to stop, and got this reply:

"For financial reasons: money is tight, and we have a great expense to make up for the roads along through Nevada."

Mr. Spreckels in his address then continued thus:

"'Well,' I said, 'then let me do it,' and from that moment on I did it, and continued the building with such funds as I could spare from my business, and such funds as my brother aided me with.

"I continued the building of the road until we reached Campo. When that point was reached, there was a new change in the administration of the Southern Pacific and by the good effort of Mr. Kruttschnitt, Mr. Sproule and my good friend, Mr. Gillis, we then at that point formed a partnership to go ahead with it, and we agreed we would build a road jointly on a 50-50 basis. I realized that if the road was to be completed that was the best thing that could happen, as it would form a trans-continental line, something that otherwise might not ever have happened to the city of San Diego."

The outbreak of the Great War in Europe delayed progress on the road for a long time. Attempts to float bond issues abroad failed because capital was being diverted into war channels. But that was not all. Here may be quoted a section of an article which D. W. Pontius, then manager of the San Diego & Arizona, wrote for the Southern Pacific Bulletin of May, 1921:

"Then after the United States entered the war, construction work on all railroads was stopped when the Federal Government took over the lines.

172 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

"President Spreckels and representatives of the Southern Pacific Company took the matter up with Director General of the Railroads and with President Wilson, and owing to the importance of the line as a factor of protection when the country was at war—providing as it does, a transcontinental line adjacent to the border from the Pacific Coast to the Gulf of Mexico, a direct avenue for supplies to the great army and naval bases at San Diego—it was released from Federal control and continued under construction during the entire period of the war. It is the only railroad in the United States which received such permission.

"The flood at San Diego in 1916 was another set back washing out portions of the completed road, causing a loss of half a million dollars and interrupting the work.

"In completing the road many difficult engineering problems were encountered and solved. The Carriso Gorge, one of the scenic wonders of the line, presented puzzling difficulties. To build a railroad along its ragged edges had long been considered impossible, but was finally accomplished by blasting a broad and secure avenue on an easy gradient out of solid rock. The eleven mile stretch through this gorge cost \$3,939,000 alone. A large amount of tunneling was made necessary in the construction of the road, and seventeen of the twenty-one tunnels on the line are located in Carriso Gorge. This success in construction is due to the engineering genius of William Hood, chief engineer of the Southern Pacific Company, who has thus added another notable achievement to his record, which includes the construction of the Tehachapi loop and the Lucin cut-off."

Certain other features of the road merit notice. It runs for 44 miles in Mexican territory, entering Mexico at Tijuana and crossing back into the United States near Tecate. There are 2.98 miles of tunnels on the San Diego & Arizona, the sum of \$1,760,000 having been spent on that work alone. The longest of the tunnels is 2,604 feet long; the shortest is 287 feet long. A remarkable freedom from smoke and disagreeable fumes is noticed, however, by all travelers, as the tunnels are of large bore, and well ventilated and the atmosphere is light at that altitude. The highest and longest bridge on the line is the Campo Creek viaduct, which is 600 feet long, and 180 feet high. The highest point on the line is Hipass, whose elevation is 3,360 feet and the lowest is El Centro, 49 feet below sea level. At Redondo, Mexico, is a great double horseshoe curve, where the track can be seen on the mountain slope in three different elevations at one time.

It has been officially declared that the San Diego & Arizona Railway, in connection with the Southern Pacific road, furnishes a route to the east 140 miles shorter than any other line running from Chicago to the Pacific coast. The railway has the lowest grades of any transcontinental line entering California, or any other Pacific coast state, from the East.

After the road was opened, the San Diego Union said:

"San Diego now becomes in reality the Pacific outlet for all the vast area of the Southwest, commercial tribute being paid the city

by Southern California and especially Imperial Valley; Arizona, New Mexico and Utah. The trade of the Orient and the West coast is now opened to San Diego to a greater and more comprehensive extent. Vast sums of money were expended on improvements to the harbor in anticipation of the S. D. & A."

As noted before, the actual completion of the San Diego & Arizona was marked by the driving of a golden spike. The ceremony was held in Carriso Gorge Nov. 15, 1919, and was attended by many residents of San Diego and Imperial counties. In the crowd that went from San Diego was many an old-timer who had waited long for such a day, whose hopes had been battered down by disappointment as plan after plan failed but who on this day wore a happy smile, marking his rejoicing that the dream had come true. President Spreckels of course was the central figure in the exercises, and before he stripped off his coat to drive the spike, he made a short talk in which he gave E. H. Harriman, "the biggest railroad man of the country," credit for originating the plan for the railway, told about his later difficulties with the Southern Pacific and their happy ending and gave in a few words his view of what the road meant to San Diego and Imperial Valley. Melville Klauber, then president of the Chamber of Commerce, presided and made an address of which this is part:

"You have seen the physical difficulties in the construction of this road, but Mr. Spreckels found other difficulties fully as great. They were difficulties that any other man would have found unsurmountable. This is really the 30th anniversary of the first attempt made to construct this railway. I read in a copy of The Union of 1871 that a meeting was called to vote \$10,000 in bonds to build the railroad. They little realized what it all meant. This railroad today has cost many millions. It needed an unusual man, of unusual pluck and unusual patience to put it through. We are not only here to celebrate the completion of the road, but to do honor in a simple way to the man who completed it. Others of San Diego who could not attend this celebration are here in spirit."

The first speaker was Mayor L. J. Wilde of San Diego, who referred to the occasion as a "wedding day," in which the Harbor of the Golden Sun and the great Imperial Valley were united. He also spoke a note which appealed to all his hearers when he said:

"I wish we could bring back some of the old-timers for this occasion, and refer with feeling to old, dear, respected Father Horton, to old Jesse Gilmore and some of the old-timers who struggled to raise the first \$10,000 with which to build this road. I believe we should think a moment of the great man who assisted in the work which will be completed when Mr. Spreckels drives the golden spike. I mean Mr. Harry L. Titus, to whom we owe a debt of gratitude for the way he struggled and worked for the success of this great road."

Other speakers included Congressman William Kettner who said he was proud to live in such a "one-man town" as San Diego; Esteban

Cantu, governor of Lower California; D. W. Pontius, general manager of the railway, and Frank Hevener, president of the Associated Chambers of Commerce of Imperial Valley. E. J. Kallright, chief engineer of the line during construction, was cheered when the crowd got a view of the modest worker.

A pretty little ceremony took place at the Mexican town of Tecate, where President Spreckels left the train and was welcomed by the officials of that city. Juan Prieto Quemper, judge of the court at Tecate, was the speaker. In congratulating Mr. Spreckels and the people of San Diego on the completion of the new road he said:

"I rejoice myself in having the opportunity to welcome you; and why not, if opportunity is the great science of life? To grasp opportunity means to be intelligent; means to be aggressive; means to be alive to possibilities, and you gentlemen, owners of this railroad, have done a great, transcendental and magnificent achievement, because you grasped the opportunity. You have made possible dreams of long ago; you have brought into realization hopes born and cherished at the warmth of civilization. Yours is a brotherly work, yours is a patriotic and noble impulse which will start a new era of development and betterment which will reach from one end of our country to the other. This date in which you are going to nail down the last spike on the San Diego & Arizona Railway will be hailed by the people of this community as a day never to be forgotten; young and old ones will ever think of it as a token of God, because we come nearer to you in a spirit of justice and fairness, and it equally brings you closer to us in a spirit of friendship and hope. Hope for the best, hope for new days to shine on your land and the land of ours. It is not chimerical to assume that the day is fast approaching when both the American and the Mexican people, knowing themselves better, will each have perfect confidence in the other.

"You are great, powerful and prosperous; we are passing through a painful evolution of our life as a nation; but we are supremely confident of our future, we have deep faith in our destiny and we firmly believe in better days. If God Almighty made us forever neighbors, let Him make us forever friends."

The following account of the elaborate celebration held Dec. 1 to Dec. 6, 1919, to mark the completion of the San Diego & Arizona is taken from an article in the San Diego Union of Jan. 1, 1920:

Transcontinental Railway Week from start to finish, Dec. 1 to 6, established for San Diego a new and even more brilliant record in way of festival. It eclipsed even the glittering pageantry and ceremonies of exposition times. For six glorious days and nights the people of the Sun Harbor and Imperial Valley entered heart and soul into the most elaborate program of festivities that the Southland has ever seen. And in this they were joined by thousands of visitors from Southern California, Arizona, New Mexico and many of the Eastern states.

Much of the credit for the success of the railway celebration, with its water carnival, floral parade, stadium events and other big

features, went to Carl H. Heilbron, general chairman. Capably assisted by Vice-Chairman Duncan MacKinnon, G. A. Davidson, Frank J. Belcher, H. H. Jones, and scores of other willing workers, Mr. Heilbron worked night and day. Just how well he succeeded is a matter of record. Full share of the credit also is given those who helped him to overcome numerous obstacles and give to San Diego something of which it can well be proud.

Four days of fiesta were staged in San Diego—John D. Spreckels Day, Harbor Day, Stadium Day and Balboa Park Day. Then the scene shifted to the great Imperial Valley, where for two days the people of the Inland Empire proved that they are equally talented as entertainers.

Through the celebration publicity bureau, headed by Sam Porter, proprietor of the San Diego Hotel, news of the approaching opening of San Diego's new transcontinental line and details of the big celebration was spread boardcast. Almost every newspaper in the country carried stories, many with pictures. The magazines went to it hard, and the publications of Southern California, realizing that it was a big story and an equally big event, literally ate up the matter furnished them. The San Francisco Chronicle published a special section descriptive of the new railway, the celebration and San Diego in general.

The wonderful enthusiasm of the people had also much to do with the success of Transcontinental Railway Week. It was an event for which San Diego had waited for half a century, and when the dream of the people was at last realized, they went wild with joy. Never before did the people of the city get together and co-operate more fully in any undertaking.

Transcontinental Railway Week was officially opened with the arrival of the first through train from El Centro, Imperial Valley, on the afternoon of Monday, Dec. 1. At that hour the city was overflowing with visitors, and almost every man, woman and child in San Diego was out to see the big doings. The business district was beautifully decorated. Broadway, from Sixth Street to the Union station, was jammed with merry-makers.

The demonstration when the train rolled up to the station was one that will never be forgotten by those who witnessed it. The event was accepted by all as the most important in the history of the city. Old-timers, who had prayed for a transcontinental railroad during the long years, wept from joy.

Aboard this train was John D. Spreckels, president and builder of the new railway, and on the station platform to greet him was Governor William D. Stephens of California. President Spreckels was given a rousing ovation, and many crowded forward to grasp his hand.

With President Spreckels on the first train from El Centro was Governor Thomas E. Campbell of Arizona and many prominent railroad men. A large Imperial Valley delegation also came over on this train. Among the distinguished men at the station to greet the builder were Mayor James Rolph of San Francisco, Brig.-Gen. Joseph H. Pendleton, Admiral Hugh Rodman, commander of the Pacific

Fleet; Admiral Hugh Wiley, Gen. Joseph E. Kuhn, commander at Camp Kearny; Hon. W. R. Armstrong, representing Governor Simon Bamberger of Utah; Mayor L. J. Wilde, and many others.

After the movie cameras of a dozen national weekly companies had been leveled on the distinguished men and women in the party, a great parade was formed, traversing the principal streets and disbanding at Balboa Park, where exercises were conducted at the Spreckels Organ Pavilion. Here each of the visiting dignitaries extended congratulations to Mr. Spreckels and to San Diego. On the evening of that day an elaborate banquet was tendered President Spreckels and the distinguished guests at the Hotel del Coronado. There were many speeches. Lyman J. Gage acted as toastmaster.

Then came Harbor Day, Tuesday, Dec. 2, a day set aside to exemplify the value of San Diego's superb land-locked harbor as an outlet for the new railroad. The afternoon was devoted to water sports, in which all the aquatic clubs of the city participated, and at night a great water carnival and naval display was held. Superbly illuminated and with their flash lights and signal lights playing over the waters of the bay and upon the city, the 71 warships, at anchor in the harbor, played a leading part in the spectacle. Among these ships were the superdreadnaughts New Mexico, Idaho and Mississippi, and the Australian battle cruiser New Zealand. It was the most formidable array of fighting ships ever mobilized in Pacific waters.

Next came Stadium Day. Celebrated with athletic events of all kinds in the city's big \$150,000 stadium, it constituted one of the most popular features of the celebration. The army and navy figured prominently. So did all the athletic organizations of the city. A series of chariot races, recalling the days of ancient Rome, thrilled the thousands of spectators.

Balboa Park Day, Dec. 4, closed the San Diego end of the celebration. Held in the 1,400-acre municipal park, where partially all of the beautiful exposition buildings are still intact, and where the flowers and foliage are more beautiful than in 1915, this part of the program, despite a persistent rain, scored a real hit. Thousands spent the entire day in the park. There were organ resitals on the great Spreckels pipe organ, community singing, band concerts, renditions by famous soloists, an old-timers' picnic, and many other attractions. On that evening a gay crowd enjoyed a carnival and dance on the downtown streets.

Nearly 500 San Diegans boarded the special train for the Imperial Valley on the following morning. It was a great trip over the new line, and all marveled at the wonders of the scenery. In the valley all the cities were visited. Governor William D. Stephens, John D. Spreckels, Brig.-Gen. Joseph H. Pendleton, Mayor L. J. Wilde and other prominent men marched at the head of the parade in each town. Mr. Spreckels addressed crowds in every city and was loudly cheered.

Transcontinental Week closed at El Centro with a great barbecue, at which 20,000 persons were fed. San Diegans and Valleyites thus formed a friendship which will mean much in the future development of both regions. The Valley people predicted big things for Valley and Harbor, at last connected with rails of steel.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 177

A distinctive feature of the San Diego & Arizona Railway is its solid construction. No expense, apparently, was spared to make the roadbed as heavy as practicable and as safe as possible. To this end and to obtain easy grades and as easy curves as obtainable, numerous costly fills and cuts were made and tunnels constructed. Such has been the policy of the road since its beginning.

CHAPTER XV

THE LAST FIFTEEN YEARS

In the period extending over the last fifteen years San Diego has made her greatest material development. In that time the port of San Diego has become a great naval base and remarkable gains have been recorded in other directions. Postoffice receipts in 1906, for instance, were only a little more than \$74,000; in 1920 they had grown to \$415,000, the high water mark of \$584,000 in the fifteen-year period having been reached in 1918, when the city contained a large number of men training for the war. Bank deposits in 1906 were slightly under \$7,000,000; by 1920 they had grown to more than \$43,000,000. The greatest period of new building so far recorded was in 1912, when the total number of permits was 4,559 and their value was stated as more than \$10,000,000, that high figure being swelled materially, of course, by the construction of the great group of Exposition buildings in Balboa Park. The school census in 1906 showed only 4,379 pupils in the city schools; the number had grown in 1920 to 16,705—practically quadrupled. Water consumers in the city increased in the same time from 5,072 to 16,385. The growth indicated by these few figures has been steady, each year, with slight exceptions, bringing an increase over the one just preceding; in only one year, 1913, did the bank deposits of San Diego fail to show a gain over the year before. This is certainly a record which is surpassed by few communities anywhere in the United States.

The beginning of the 15-year period was as bright as the ending has been. The year 1906 saw a great increase in building, the total being more than twice as large as that for 1905. In 1906 John D. Spreckels began the series of buildings which have made Broadway, the city's great downtown thoroughfare, what it is now, and his example was followed by many others, individuals and organizations. Following the institution of a notable suit between the Spreckels interests and the E. S. Babcock interests, there was a complete separation of the two, and Spreckels went ahead with more vigor than before. The Spreckels interests bought out all the holdings of E. S. Babcock and his son, Graham Babcock, in the Southern California Mountain Water Company, in May, 1906, the sale being followed by an announcement in Mr. Spreckels' newspaper, the Union, to this effect:

"This means that the plans of the present owners of the company will push forward without interruption or delay by suits in court. It means the turning of all the supply of mountain water into the distributing pipes of the city that the city can use." The promise here made was carried out in full, and the assurance that the city

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 179

would have a good water supply had a great deal to do with the growth of San Diego in the years that followed.

The list of buildings actually started in 1906 or planned in that year includes the Union Building, at the southwest corner of Third Street and Broadway, the building later being extended to Second Street, so as to take all of the Broadway frontage on that block. It also includes the large Scripps Building, built at Sixth and C streets by Frederick T. Scripps, half-brother of the newspaper publisher, E. W. Scripps. Each is of six stories, and the building of each did much to establish San Diego as a modern city.

Other new buildings actually started or planned in 1906 are given in the following remarkable list:

U. S. Grant Hotel, 200x200 feet, nine stories, Broadway, Third and Fourth streets.....	\$700,000
San Diego Elks' Hall, Second and D streets.....	50,000
U. S. Quarantine station.....	250,000
U. S. Navy Coaling station.....	400,000
U. S. Navy Wireless Telegraph station.....	75,000
Columbian Realty Company, three stories, 250 feet on Fifth, and 200 on B, and 150 feet on Sixth.....	100,000
San Diego high school.....	110,000
San Diego high school equipment.....	20,000
New grammar schools and improvements.....	120,000
L. J. Wilde Block, five stories, Second and D.....	65,000
Germania Hall, Ninth and G streets.....	35,000
Masonic Temple, Fifth and A streets.....	20,000
Agnew Sanitarium, four stories, Fifth and Beech streets....	50,000
Dr. Hearne's Sanitarium, three stories, Fourth and Ash....	40,000
First Methodist Church, Ninth and C streets.....	65,000
Central Christian Church, Ninth and F streets.....	25,000
New car barns, San Diego Electric Railway Company.....	50,000
New gas plant and electric works, S. D. Con. Gas and Electric Company	150,000
Overbaugh Block, three stories, Sixth and H streets.....	35,000
Benson Lumber Co., sawmills, etc., foot of 22nd Street....	45,000
Catholic Church, 24th and G. streets.....	20,000
C. M. Gifford, olive factory, Thirteenth and M streets.....	10,000
Realty and Mercantile Company, five story department store, Sixth and H streets	80,000
Mrs. Medora Howard, residence, Seventh and Cedar.....	16,000
San Diego Brewing Co., warehouse and cold storage plant....	20,000
Santa Fe improvements to warehouse and wharf.....	50,000
Bartlett Estate Co., ten houses, Lincoln Park.....	45,000
George P. Brown, residence, Third and Upas streets.....	15,000
Harry A. Stine, residence, 25th and C streets.....	10,000
Mr. and Mrs. B. W. Weinrich, eight 5-room flats, Fourth and Hawthorne streets	12,000
Patrick Martin, residence, 25th and E streets.....	10,000
Horace B. Day, residence, Third and Walnut streets.....	10,000
Dr. F. R. Burnham, residence	16,000
San Diego County Hall of Records, Front and C streets....	105,000
Public buildings to be erected by U. S. Government.....	150,000

180 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Early in 1906 the Chamber of Commerce began a campaign to obtain a thousand new members, and its efforts were backed up by William E. Smythe, the historian, who wrote as follows:

"The Chamber of Commerce has done much for San Diego through their valuable influence. Here are some of the things it has worked for:

- "A public highway from this port to Yuma, Arizona.
- "Increased mail service, overland and by water.
- "Adequate buoys for the harbor.
- "A valuable government report showing the excellence of the harbor.
- "Extension of public land surveys throughout the country, including the Colorado desert.
- "Recognition of San Diego as an important port of entry.
- "Government construction of Old Town dike, to protect the harbor.
- "The first large appropriations for fortifications.
- "Additional surveys and report by the United States Coast Survey.
- "Improvement of Santa Fe Service, and stopping of discrimination against Southern California towns in regard to freight rates.
- "Establishment of headquarters at Los Angeles Chamber of Commerce to advertise San Diego.
- "Memorials to state and national legislative bodies which have protected and fostered San Diego interests at every session of those bodies during the past thirty-six years.
- "Appropriations for jetty and other harbor improvements, besides those already mentioned.
- "Exhaustive experiments regarding tobacco culture in this country.
- "Aggressive support of campaign for isthmian canal.
- "Dollar rate on lemons between San Diego and Chicago by Santa Fe route.
- "Distribution of millions of copies of printed matter to make San Diego known the four corners of the globe.
- "Entertainment of prominent men and representative bodies from abroad.
- "Site for naval coaling station.
- "Rural free delivery.
- "The chamber is fighting for a naval training station and an extension of the Salt Lake railroad to San Diego, and, in addition to all these things, it has given the most loyal support to every railroad movement which has been organized from 1870 to 1906.
- "Look over this list and you will realize that without an organized body like the chamber of commerce it would be impossible for the public spirit of San Diego to find effective expression. Every man who regards himself of any importance in the life of this community should be enrolled in the membership, and give his moral and financial support to an institution without which San Diego could not have been the city it is today, but with which it will surely become the city it desires to be tomorrow."

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 181

San Diego's prosperity for 1906 was voiced to the world in a special edition of the Union appearing on the morning of July 13. It contained the following:

"San Diego's population has nearly doubled in five years.

"The city is riding on the crest of the wave of prosperity, a wave that holds out every promise of landing San Diego in the position to which its numerous advantages gives it every right of title, that of one of the largest ports in the world.

"More than \$6,000,000 will be spent in buildings and public improvements during this year.

"No city could today offer a more attractive inducement to investors than San Diego can boast of, due to the unprecedented business advantages here.



SAN DIEGO'S FINE HIGH SCHOOL

It stands on one of the most beautiful sites in the city, overlooking the great City Park, the mountains at the east and the bay and ocean at the south and west.

"For the business man looking for rest and recreation; for the invalid seeking renewed health and happiness, and for the pleasure-seekers San Diego offers every inducement.

"Records at the U. S. Weather Bureau show that San Diego has the most equitable climate in the world.

"San Diego may well boast of its magnificent public school system. The buildings are modern and of the latest type.

"San Diego has a population of 32,000 and is annually visited by 60,000 people; on August 1 it will be receiving an abundant supply of mountain water from a \$3,000,000 system; it has 24 churches of all denominations; three daily newspapers besides several weeklies; eight banks; modern electric street railway systems, with numerous extensions under construction; \$1,000,000 U. S. Grant Hotel under construction; 1,400 acre city park; good fire department; marine repair docks, electric lighting and gas; two telephone systems; 71 miles of graded streets; several miles of paved streets; many miles of oiled boulevards and parks; 80 miles of cement sidewalks; modern sewer system costing more than \$400,000; three modern theatres; \$80,000

public library ; steamship lines to all coast points ; port of call on New York and Pacific coast lines ; many manufacturing establishments."

A fine example of San Diego spirit was afforded in April of 1906, when the news was flashed over the wire of San Francisco's earthquake and fire of the 18th. The battleship Chicago, bearing Admiral Caspar Goodrich, commanding the Pacific Squadron, was on its way from San Diego to northern ports when the news of the disaster was received in San Diego, and a description of what had happened was sent to him by Mayor John L. Schon, of San Diego, resulting in the dispatch of navy vessels to San Francisco to relieve the situation there. In the days that immediately followed San Diego raised a fund of more than \$25,000 to aid the suffering in San Francisco and also sent to that city large quantities of provisions, clothing, beds, tents, camp stoves and other supplies to help the people of her big neighbor in the northern part of the state. In connection with this event it might be mentioned that no earthquake ever did any appreciable damage in San Diego, although the shocks of a few distant "shakes" have been felt in the city to a small degree.

An indication of San Diego's growing importance is seen in the campaign begun by the Chamber of Commerce and real estate men in 1906 to have the city authorities place street signs on the corners of all grade crossings, both in the business and residence districts of San Diego. Petitions asking that the common council take action on this line were prepared and sent, and a good beginning was made at that time.

On June 9, 1906, the Rev. A. Gibbons, then pastor of the First Methodist Episcopal Church, spoke at a ceremony to mark the laying of the cornerstone of the Agnew Sanitarium and Hospital, at Fifth and Beech streets. Dr. David Gochenauer presided.

On the very next day the cornerstone of the new home of the Elks was laid, and on July 1 the cornerstone of the new home of the First Methodist Church, at Ninth and C streets, was laid. On July 28 of the same year the cornerstone of the Church of Our Lady of Angels, at 24th and G streets, was laid.

On Aug. 14 at the University Heights reservoir some 500 residents of San Diego gathered to witness the turning on of the water furnished by the Southern California Mountain Water Company to the city. William Clayton, managing director of the Spreckels companies, officiated on behalf of the company and Mayor John L. Schon for the city. The gathering included most of the local officers of the water company, the members of the city board of works, nearly all the members of the city council, heads of the various departments and prominent men of the city. The ceremony was important in that it marked the beginning of delivery to the city by the company of mountain water from the Otay reservoirs. Agreement was made that this delivery should extend over a period of ten years and that the price should be four cents for every thousand gallons—a remarkably low price for water in Southern California, or, for that matter, in almost any section.

Work on the U. S. Grant Hotel was begun Jan. 5, 1906. The contract for the excavation was let to M. D. Goodbody, local contrac-

tor, and the first spadeful of earth was turned by Horace G. Low, capitalist, who had come to San Diego from Cambridge, Mass.

A newspaper item of the period that has more than ordinary interest in view of the recent naval development at San Diego was concerning the arrival of a steam schooner at the port by night. The fact that this craft was able to come in by the aid of her searchlight was one which caused keen interest at the time, whereas in these days the coming and going of navy craft after dark is of so common occurrence that hardly anybody pays any attention to it.



U. S. GRANT HOTEL

This photograph, although it was taken about five years ago, makes a striking contrast with that of the Old Horton House, famous old hotel, which stood on the same site as that now occupied by the U. S. Grant Hotel, occupying the center of the picture. Street cars and automobiles had almost entirely replaced the old horse-drawn vehicles. Modern buildings had arisen in place of the quaint structures of former decades. The City Plaza in the foreground has the appearance of the present day.

Remarkable progress was made by the city in 1907. The total of building permits was far in excess of the \$2,000,000 mark; and in Horton's addition, which embraces the business section of San Diego, the building amounted to more than \$630,000, more than 100 buildings being included. University Heights came next, while Hillcrest, then a comparatively new sub-division, made a good showing. In the same year John D. Spreckels began the construction of his fine home and the public library at Coronado. Harry L. Titus built another fine home in Coronado. E. Bartlett Webster spent a large sum in developing South Park and in street railway construction. The year also saw the completion of the Union Building and the Scripps Building.

Normal Heights had only one building at the beginning of the year; at the end it had more than 40, a good beginning toward its present size. There was also considerable building in South San Diego, Chula Vista and National City. The construction of the U. S. Grant Hotel was carried on throughout most of the year. The coaling station at Point Loma also was built at a cost of \$350,000.

The closing month of the year saw a sharp increase in the number of permits for dwellings, many of them being of good quality.

Freight shipped out of San Diego in that year through the port showed an increase of 95 per cent. over that of 1906, while imports by water increased 35 per cent. Rail shipments brought to San Diego in 1907 amounted to more than 3,500 carloads, while freight shipped from the city by rail amounted to more than 3,500 carloads. A large increase in trade with Lower California was noticed. The construction of the H (Market) street line from 16th to 25th street was completed by the San Diego Electric Railway Company in the closing months of 1907 and other improvements in the system and its service were made. The H street line was made a continuation of the Third street line which then ran one to Second and Washington streets, Mission Hills then having no car service beyond that point.

Several notable additions to the public school system were either made or planned in 1907. The foundation of the large Florence school was laid in December of that year.

In view of the comparative scarcity of horses on the city streets in these days, it is interesting to note that in 1907, considerable trouble was made for the police by the fact that many drivers of horse-drawn vehicles in 1907 neglected to obey the city ordinance providing that animals must be hitched. The Union on December 15, 1907, remarked that on the previous afternoon a reporter had counted eighteen violations of this ordinance in five blocks on Fifth street between C and H streets.

On December 5, 1907, there arrived at San Diego what was then described as "the largest fleet of warships ever in the harbor." It consisted of the flagship Charleston, with Rear Admiral Swinburne aboard; the Chicago, Milwaukee, St. Louis, Albany, Yorktown, Perry and Preble, comprising the principal part of the second division of the Pacific Squadron. It was only a small group of war vessels, all of which long ago became obsolete in design, and would be almost unnoticed in the great array of navy vessels now to be seen in San Diego harbor on almost any day; but the event was one of no small importance in those days. It may be added that the arrival of this little squadron was really a beginning of similar naval activity at San Diego. San Diego paid much attention to the vessels and their officers and men, and that did much to cement a friendly feeling between the city and navy men—a sentiment which has grown stronger and stronger with the years.

Another notable event of the year 1907 was the coming here of John Nolen, noted landscape architect of Cambridge, Mass., at the invitation of the Civic Improvement Committee, of which Julius Wangenheim, well known banker, was chairman and in which George W. Marston was active. Mr. Nolen was author of the so-called "Nolen Plan" for the development and beautification of San Diego and its

suburbs, and although this plan has not been carried out in its entirety by any means, it and its supporters have exerted a decided influence on the city.

San Diego has grown up as many another city has, as most American cities have, without much regard for landscape design, for which San Diego was peculiarly and superbly fitted. If a man like Nolen had come with "Father" Horton and had induced Horton and the city builders and eager real estate men of that and later periods to adopt some comprehensive plan by which contours and natural lines might have been followed, San Diego today would be more beautiful than it is. But American cities, with a few exceptions, are not built that way. On the other hand, San Diego's waste of opportunity and easily understood mistakes (according to the view of the aesthetic city designer) have not been large or by any means criminal. Nolen



FEDERAL BUILDING, SAN DIEGO

referred to the city plan which he found here as "not thoughtful but, on the contrary, ignorant and wasteful," which, to the average visitor of today probably will seem a too harsh arraignment. Yet he made certain suggestions which have appealed to thoughtful, public-spirited citizens of San Diego and which have borne and will bear fruit. One suggestion which may yet be carried into actuality is that of a grouping of public buildings at a civic centre. Financial burdens of a growing city, coupled with a degree of indifference to the advisability of such a plan, have prevented this from being built. Playgrounds, which Nolen advocated heartily, have been wisely provided. The city's guardianship of the bay front, an unequalled expanse, has been marked by some attention to the plan which he outlined—and it was a plan obvious to him who would keep his eyes open.

Other parts of the Nolen Plan, subject to an elaborate booklet issued in 1908, were for development of streets and boulevards, for

the building of an elaborate (and costly) "paseo" from Balboa Park to the bay between Date and Elm streets, for a beach reservation and the making of a new "plaza" from Broadway to C street between Front and First streets. Nolen was enthusiastic over the "boundless and indescribable resources of this lovable land," and declared that San Diego "appears to stand on the threshold of an almost unbelievable future."

The extent to which the city had grown in 1907 and the confidence which its citizens felt in its future are shown plainly in the size of various bond issues favored of that year. The total of bonds issued for various improvements, principally for water improvements, in 1907, was slightly more than \$712,000. Of this more than half went for water development. The year's total issues were by far larger than those of any other previous year in San Diego's history except 1901, when bonds for \$600,000 for water were issued.

Louis J. Wilde, who became prominent in San Diego at about this time and who in this and later years left marks in the city's political and business life for which he will be long remembered, came to San Diego in 1903. He was active and largely instrumental in completing and furnishing the U. S. Grant Hotel, progress on which languished after the financial depression of 1907; he built the Pickwick theatre, the Frances apartments on Broadway and a fine residence on Broadway. He was active also in financing the American National Bank Building, which later became the First National Building. Reference to his political activities is made elsewhere in this volume.

Wilde was born in Iowa City, Iowa, in the late '60s. In 1883 he worked as an elevator boy for some time and later worked in other fields, including the insurance business. In 1893 he went to St. Paul, dealing in farm lands, country merchandise and commercial paper and also invested wisely in Texas oil lands, obtaining a large financial return. In 1902 he returned to California, remaining in Los Angeles about a year and then coming to San Diego, where he remained, except for a short time, until 1921, when he went to Los Angeles again.

When the U. S. Grant Hotel project began to be referred to as a "white elephant" after the financial storm of 1907, and some pessimists declared it was "too large" for San Diego and was a bad investment, Wilde became interested in the hotel, and evolved a plan of issuing bonds for its completion. This plan was approved by many others prominent in financial circles in San Diego, and the hotel was finished, becoming a success almost from the opening day.

Another of Wilde's accomplishments was the organization of the U. S. National Bank. He also established and was first president of the Citizens' Savings Bank and was first president of the First National of Escondido.

In the course of his stay in San Diego Wilde had a number of opponents and some enemies; none of these ever accused him of lack of vigor in speech and deed. For a time he maintained a weekly newspaper, in which he voiced with considerable force, and in an epigrammatic way which is wholly his own, various views which he wished to convey to the public. Later, when this newspaper, the Examiner, was discontinued, he continued to write, finding the daily newspapers usually glad to allow him space.

One of the most interesting events of the last 20 years in the history of San Diego, and an event not without importance, is the visit paid to this port in 1908 by the fleet under command of Rear Admiral Robley D. Evans, the "Fighting Bob" Evans of Spanish war fame and an idol of the navy. The fleet, of course, had come "round the Horn," as the Panama Canal was not yet completed, and its departure to the Pacific, which up to that time had not seen so formidable an array of American navy craft, attracted almost as much attention in Atlantic Coast communities as it did on the Pacific Coast. On the western coast, however, great celebrations were arranged and carried out to mark the arrival of the great battleship fleet, which brought some 16,000 officers and bluejackets. In these celebrations San Diego, Los Angeles and San Francisco led, and San Diego's program, extending over four days, April 14 to 18, attracted much interest all over the nation—largely, of course, because it was the first, the port being the southernmost of the United States Pacific Coast, but in addition because it was well planned and executed. In this, as in similar programs prepared to show the officers and men of the navy that here was a hospitable port and that here was a true western patriotic hospitality, the citizens of San Diego all worked together unselfishly and loyally.

The celebration was marred by the inability of Admiral Evans, who had become ill on the trip, to come here. He was taken on ahead, indeed, to Paso Robles Hot Springs, far to the north, for treatment. Admiral Evans was represented here by Rear Admiral Charles M. Thomas. Other rear admirals with the fleet were Charles S. Sperry and William H. Emery.

The city literally threw open its doors to the navy on this occasion, theatres and other places of amusement admitting men in navy uniform as their guests, and the elaborate decorations of the four days bespoke a real hospitality which must have been doubly pleasing to officers and bluejackets after their long cruise.

The vessels of the fleet, with their commanders, were as follows: Virginia, Capt. Seaton Schroeder; Louisiana, Capt. Richard Wainwright; Vermont, Capt. William B. Potter; Maine, Capt. Giles B. Harber; Minnesota, Capt. John Hubbard; Rhode Island, Capt. Joseph B. Murdock; Connecticut, Capt. Hugo Osterhaus; Kansas, Capt. Charles E. Vreeland; Missouri, Capt. Greenlief A. Morrison; Ohio, Capt. Charles W. Bartlett; Georgia, Capt. Henry McCrea; New Jersey, Capt. William H. H. Sutherland; Kentucky, Capt. Walter C. Cowles; Alabama, Capt. Ten Eyck D. W. Veeder; Kearsarge, Capt. Hamilton Hutchins; Illinois, Capt. John W. Bowyer; Glacier, Commander William S. Hogg; Panther, Commander Valentine S. Nelson; Culgoa, Lieut.-Commander John B. Patton; Yankton, Lieutenant Walter R. Gherardi.

William Glayton was director-general of the celebration and was assisted by the following committee chairmen in arranging the program; D. C. Collier, U. S. Grant, Jr., W. E. Smythe, Charles S. Hardy, L. A. Wright, W. L. Frevert, George W. Marston, Arthur Cosgrove, John S. Akerman, Dr. Edward Grove, W. F. Ludington, Maj.-Gen. William S. McCaskey, Dan F. Jones, Ed. Fletcher, George E. Bowles, Dr. R. M. Powers, E. M. Burbeck, Julius Wangenheim,

George H. Ballou, Patterson Sprigg, E. J. Swayne, W. T. Neely, George J. Magly, L. R. Armstrong, J. M. Dodge, L. S. McLure, William Kettner.

The program for the day included an official visit of welcome by Governor J. N. Gillett of California to Rear Admiral Thomas, on the Connecticut; banquet for the admirals at the Hotel del Coronado and illumination of the warships and city. That for the second day included a parade of several thousand officers and men from the foot of Broadway to the City Park, now Balboa Park, where addresses were made by Gov. Gillett, Rear Admiral Thomas, Mayor John F. Forward and others, and a sword was presented to Rear Admiral Evans, represented by Rear Admiral Thomas. An automobile picnic at El Monte for the officers was a feature of the third day's program, while on the fourth the principal event was a ball for the junior officers at the U. S. Grant Hotel.

An interesting sidelight on the condition of business in San Diego during the so-called panic of 1908 is contained in a booklet issued by the Chamber of Commerce and Board of Supervisors in that year.

"When almost every city of importance in the nation issued scrip as its legal tender for the transaction of business," says the statement, "San Diego stood out alone as the only Pacific Coast city which continued to do business with gold and silver and national bank notes. Scrip was unknown, save as it came from other cities."

The booklet goes into much more detail than previous Chamber of Commerce publications, and furnishes a good deal of information about the city's condition in 1908, and about its progress in the years just previous.

Bank deposits for 1908 are given as \$7,028,000, nearly \$3,000,000 more than the deposits of 1905. Although there was a slight slump in harbor business, the booklet states that this slump was less apparent in San Diego than in the other California harbor, San Francisco. The number of vessels entering port was 543, with a net tonnage of 488,873, the report states.

One of the illustrations shows the entry of the big American-Hawaiian steamer *Columbian* into the harbor. The steamer drew thirty feet.

A total of 68,121,000 feet of lumber entered port in 1907, according to the booklet.

In a section headed "Opportunities," the booklet calls attention to a number of productive lines in which there seemed to be a promising field for outside capital. Among them were the brick-making industry, ship-building, furniture-making and the glassware industry.

Interesting information is furnished under the caption "Cost of Living." Rates in family hotels were from \$30 a month upward, the booklet states, while single rooms were \$7.50 up. The minimum cost of a meal is given as 15 cents.

"Close-in cottages and bungalows, furnished, may be had for \$20 per month up," the booklet states. "Unfurnished, \$15 upward. Like accommodations, removed from the business center, but conveniently reached by car lines, are cheaper."

A large section is devoted to information about the county's back country, and concludes with articles on bee keeping, dairy farming, poultry raising and the like.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 189

Gold production for the county during 1907 is valued at more than \$350,000. Statistics in a summary published give the total of fruit and nut trees in the county, both bearing and non-bearing, as about 1,125,000—quite different from the 6,475 recorded in 1895.

According to this table, 39,000 acres were planted to grain, producing 13,600 tons of grain with a value of \$481,300. Nearly \$70,000 worth of olives and olive products was produced, the booklet says, while the year's hay crop was valued at \$654,000. The poultry industry is credited with a total production valued at \$638,875, and the bee industry with wax and honey to the value of about \$85,000.

A list of thirty-two classes of "manufactories" is given, ranging in number of employes from four to 151, and in value of product from \$2,520 to \$423,000.

The estimated value of all property in the city is given as about \$24,500,000.

According to the booklet, San Diego had in 1908:

"Twenty-one public schools, employing 135 teachers.

"First-class private schools.

"A \$150,000 state normal school building.

"A \$150,000 public building to be erected by the United States Government.

"Most powerful naval wireless telegraph station on the Pacific Coast.

"Twenty-six churches.

"Three daily newspapers and several weekly newspapers.

"Ten banks.

"About 167 miles of cement sidewalks.

"Public library containing 26,000 volumes.

"Twenty-five miles of oiled, dustless boulevards.

"Fourth city in population in California.

"Population in 1900, 17,700; in 1908, 45,000.

"The only harbor between San Francisco and the Panama Canal."

One of the most important changes ever made in the form of San Diego's city government came in January, 1909, when the voters adopted charter amendments which eliminated the board of public works and the fire and police commissions which had been in existence for some time and also abolished the ward system of electing members of the common council. The amendments also reduced the number of councilmen from nine to five and provided for their election at large and for nominations in non-partisan primaries. The newly elected officers took office on May 3, 1909. The new plan was a modification of the commission form of government which was receiving some attention in the country at the time, and San Diego was the first city on the Pacific coast to put such a plan into effect. This fact was widely commented upon in newspapers and magazines of the time. The new city government spent more than \$1,000,000 in expanding the sewer system and water mains, thus providing for the increase of population which was then starting in full force. The water department laid 92,000 feet of pipe under a bond issue and also laid and paid for out of current receipts about 124,000 more

190 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

feet of such pipe in the year. The sewer department put down more than 96,000 feet of pipe, costing nearly \$83,000; this, with the 75 miles already laid in San Diego, gave the city more than 92 miles of sewer pipe. At the time the city had about 150 miles of graded streets, of which twelve miles were paved. In the year about eight more miles were graded and proceedings were prepared for the paving of ten more miles in 1910. The city at the time also had about twenty-five miles of boulevard, providing not only good roads for business traffic but for visitors. The fire department was enlarged by the purchase of a new chemical engine, putting it in fairly good shape; the creation of the office of fire marshal and the cleaning up of vacant lots and removal of rubbish did much to improve the appearance of the city and to lessen fire risks.

School enrollment at this time showed a steady increase, the total for 1909 being 6,627 as against 4,277 for 1908 and 3,712 for 1907. In 1909 three new schools were finished, being erected at Chollas Valley, University Heights and Ocean Beach, bringing the total number of school buildings in the city to nineteen, and the total valuation of the school structures up to \$354,000. The number of teachers was increased from 130 to 150 and the annual payroll increased from about \$98,000 to more than \$165,000.

Active work on the San Diego & Arizona Railway was started in the spring of 1909 and was continued with vigor throughout the year, lending much encouragement to all residents of the city. Early in May of that year a contract was awarded to Robert Sherer & Sons to grade from San Diego to the Mexican line, at Tijuana, a distance of about fifteen miles. Before this contract was let, Mr. Spreckels had spent about a million and a half dollars in getting rights of way in San Diego and National City, it being necessary to demolish a number of substantial buildings in the downtown district to provide a route into the city near the waterfront. Before the Sherers had finished their first grading contract, the firm obtained another contract, for the grading of fourteen more miles in Mexican territory, just below the international boundary line. Only eight miles of steel rails had been laid by the end of 1909, but the railway had already purchased a considerable quantity of rolling stock and was ready for continuation of its work. All construction work, it might be mentioned at this point, was under the direct supervision of E. J. Kallright, chief engineer of the railway.

In 1909 exhibits sent by San Diego County to the Alaska-Yukon-Pacific Exposition at Seattle did much to direct attention to the advantages and products of this section. Six grand prizes were awarded to San Diego exhibits, the displays being of gems, silk, nuts, onyx from the New Pedrara Onyx Company, and lemons from Chula Vista. In addition, there were awarded to San Diego exhibits twenty-seven gold medals, fifteen silver medals and nine bronze. It is of interest that in this year the output of cut gems from San Diego County was \$72,000. At that time the gem industry in the county was about eight years old, the first variety of gem discovered here being kunzite, named after George F. Kunz, the noted gem expert of Tiffany's. With the discovery of this crystal a more determined search was made, with the result that in a short time more than a score of

other varieties of gems were found; they include tourmalines, rubies, sapphires and hyacinths, all of which are turned out in considerable quantities.

In the same year the county produced fruits and vegetables whose estimated value was nearly \$2,000,000—a creditable showing for any community in Southern California; of this more than \$1,000,000 was credited to the lemon groves.

The year 1909 saw the completion of the Timken Building, an eight-story structure of massive type at Sixth and E streets, and the beginning of construction of the ten-story American National Bank Building, now the First National Building, and the tallest building in San Diego, at the northeast corner of Fifth Street and Broadway. Another bank building started in 1909 was the home of the Marine National Bank. Many fine homes and apartments were constructed in the same period, the total of building permits in the city for 1909 being \$2,632,100, a slight increase over 1908.

Even in 1909 the fishing industry, now of great importance to San Diego, was not without significance. In 1908 the small and almost casual fishing fleet from the port brought in more than 3,000,000 pounds of fish from some of the richest fishing grounds of all the seven seas. In 1909 the total was increased to a total reported as more than \$304,000. About twenty boats, at least in part of the season, more than 4,000,000 pounds and valued at more than \$304,000. About twenty boats, at least in part of the season, as against the more than 180 boats now employed, were engaged in the lucrative work.

Reference is made elsewhere to the waterfront grant to the city. By act of the state legislature in May, 1911, the city obtained absolute control of its water front and the tidelands adjacent to it. This grant was made on the condition that the city expend within three years the sum of \$1,000,000 in improvements in the Bay of San Diego. The city immediately proceeded to comply with this obligation. On November 14, 1911, the citizens voted almost unanimously the \$1,000,000 required.

The act referred to carried with it clauses which prevent the city government from ever disposing of any portion of the tidelands or leasing them for abnormal periods, and it further protects the municipality by forbidding excessive areas being leased to any party or aggregation of parties. Saving clauses are also inserted of a like character which prevent the monopoly of the berth or dock space.

The improvements imposed under the terms of the act were started in 1912. They consisted of one pier 130 feet in width and 800 feet in length, 2,675 lineal feet of bulkhead, and the reclamation of between fifty and sixty acres of tidelands. Both the pier and the bulkhead were constructed entirely of concrete and steel in substantial and enduring manner.

The pier was provided with standard gauge railroad tracks, and for the temporary storage of cargo a substantial steel warehouse was erected upon the pier. This warehouse is 72 feet clear in width, and 765 feet in length, and was provided with steel roller doors, skylights and ventilators.

In 1911, when preparations were under way for the Panama-California Exposition of 1915 and the whole city was looking forward

192 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

to the exposition, the chamber of commerce got out one of its most ambitious booklets. It is entitled, "Why Not San Diego County, California?"

The new San Diego & Arizona Railway is also a prospective factor which makes its appearance in numerous pages of the booklet.

The population of the city in 1910 is given as 39,578. The assessed value of all property in the city is given at \$43,299,019, while the total county value is placed at \$41,815,697. Bank clearings are given as \$66,708,874, and the deposits as \$11,016,000. Exports are credited with a \$500,000 increase over the previous year, and customs collections with an increase of about \$10,000.

In the "industrial outlook" section, stress is laid on the opportunities for cotton development in San Diego. The recommended list of opportunities published by the new industries committee of the Chamber of Commerce contains thirty-nine special lines of production which the committee predicts would be profitable if started in San Diego.

"There are now 197 manufacturing plants in operation in San Diego, having a total annual output valued at \$4,661,840," says the statement.

The booklet gives much space to the harbor possibilities.

"The development of the harbor from a commercial point of view has just begun," says the booklet. "At the last session of the California Legislature, the state ceded to the City of San Diego all its right and title to the tidelands lying within the corporate limits, contingent upon the City of San Diego appropriating \$1,000,000 toward the reclamation of same by the construction of a sea wall, and with the further proviso that the city shall forever after maintain public docking facilities. These conditions were received with enthusiasm by the people of San Diego, and just as soon as the preliminaries can be arranged a bond issue will be made and work started on the improvement." The bond issue was approved, and work was soon started on San Diego's large municipal pier at the foot of Broadway.

Space is given to a plan for disposal of tidelands to manufacturers for a nominal rental.

"Transportation Problem Solved," is the heading placed over the section describing the new San Diego & Arizona Railway. At that time, the account says, "Sixty miles of grading have been constructed and fifty-five miles of track laid and in operation."

The good roads being built by the county are spoken of, and attention called to a bond issue of \$1,250,000 which had been recently passed for road construction.

The fishing industry is given a page of display. In 1910, according to the booklet's figures, the fish industry brought returns of \$225,246. Hotels, theatres, the fire department, the city's big buildings and other features are generously treated, with clear and convincing illustrations. The total registration in city schools is given as 6,500, with a force of 194 instructors.

Aviation is given some attention, with a short account of the leasing of North Island to the Aero Club of San Diego, "which has inaugurated an aviation school under the direction of one of the fore-

most aviators of the world, Glen H. Curtiss, who has also established a factory on the island for the purpose of conducting his future aviation experiments.

"It was here," continues the account, "that Curtiss succeeded in performing the then unknown feat of flying from and alighting on the water in a Curtiss biplane fitted with pontoons instead of wheels. Among the other improvements are a club house, boat wharf, etc. The organization of this club, now recognized by the Aero Club of America, and the establishment of the aviation school for the training of the officers of the United States Army and Navy have made San Diego one of the aviation centers of the world."

In the final summary, under the heading used in previous booklets, "San Diego Has:"—it is interesting to note another outcropping of optimism in the estimate of population. The booklet had previously quoted the census for 1910 at 39,578, but it heads the column of San Diego's possessions with the item:

"Fifty thousand population."

Among the items listed in the two pages devoted to this summary appear:

"One of the finest ornamental electrolier lighting systems of any city of its size in America.

"The finest electric fountain in the country.

"Raised more money per capita for development purposes and in the shortest time (one year) than any community of three times its population has ever accomplished in the history of the world—\$1,000,000 for the Panama-California (San Diego) Exposition; \$1,000,000 for permanent park improvements; \$200,000 for a polytechnic school; \$150,000 for a Y. M. C. A. building; \$1,250,000 for good roads; \$100,000 to inaugurate the opening of a great tourist hotel, and will shortly vote a bond issue of \$1,000,000 for permanent harbor improvements and to complete same will spend \$5,000,000 more as fast as needed."

Beyond all doubt the most important event of 1912 as far as the development of the City of San Diego was concerned was the decision of the voters to take over the greater part of the Southern California Mountain Water Company's system and to lease the rest for ten years, with privilege of purchase within that time. The election was held on August 15, 1912, and the plan was favored by a vote of more than five to one. By this action San Diego acquired a firm hold on a system which had been brought up to the requirements of the time and from which, by further development, it was possible to acquire a much larger supply of water than was provided then. The completed units of the system at the time included the great Morena reservoir, with a capacity of about fifteen billion gallons; the Lower Otay reservoir and the Upper Otay reservoir, with at least one important damsite at Barrett, and about 100 miles of conduit. This purchase gave the city a municipally owned system "from mountain to meter."

San Diego in 1912 also achieved a remarkable record in building, the total being \$10,001,415, the largest figure ever recorded in one year in the city and nearly double the large total piled up in 1911.

On a basis of comparative population, it is doubtful if this record was surpassed by any other city in the country. The permits for business blocks alone totaled 118, with a total cost of more than \$2,600,000. The list includes several important buildings on Broadway, including two structures erected by John D. Spreckels—the beautiful Spreckels Building in which is the Spreckels Theatre, and the San Diego Hotel, between Union and State streets, both being massive six-story concrete buildings. The large five-story, reinforced concrete building of the George W. Marston Company on C Street, between Fifth and Sixth, with a frontage of 100 feet on Sixth Street, was opened in April. Across from this structure, on the northwest corner of Sixth and C streets, was erected a six-story concrete building for the Frevert-Bledsoe Furniture Company; this was not quite completed in 1912, but was finished soon after that. Louis J. Wilde in this year began the construction of his bank building at the northeast corner of Second Street and Broadway. Several other substantial buildings in the same neighborhood were started or completed in 1912. In this year also plans were made for the fine ten-story Watts Building, which was started soon after that at the northeast corner of Fifth and E streets by Nathan Watts, and whose ground floor was taken by the San Diego Savings Bank. Building in fact was started on practically all the downtown streets, substantial, modern structures replacing old buildings of the boom period or even earlier times and giving to the business section of San Diego a really "big-city" appearance. A noticeable increase in buildings, however, was on F street, whose permanence as a building street was assured by the selection of a site on that thoroughfare for the Federal Building.

More than \$1,500,000 was spent in the construction of new flat buildings and apartment houses. In the year's total were included also more than 2,000 new residences, costing nearly \$4,000,000. These went up in almost all sections of the city, a noticeable trend being toward the magnificent Mission Hills section, which a few years before had been practically bare of everything but sage-brush and other wild growth but which by 1921 has become one of the finest residence districts of all San Diego—almost a new city of homes within the old.

The school board of education also had a busy year providing additional accommodations for the rapidly increasing enrollment. In December it awarded the contract for a fireproof school building to be erected in the Middletown district at a cost of \$125,000. Work was started on two \$20,000 schools, one in Mission Hills and the other in West End. Three polytechnic school buildings were built on an eminence adjoining the regular high school structure. These improvements cost nearly a quarter of a million dollars. Fifteen portable schools also were erected during the year. These were temporary structures which soon gave way to permanent buildings. Several new churches were erected or started in the year to provide accommodations for the growing congregations. The largest of these was the First Presbyterian Church. This occupies a half block of land on the north side of Date between Third and Fourth streets and cost about \$125,000. Work also was begun on the construction of an \$80,000 structure for the First Baptist Church at the northwest corner of Tenth and E

streets. The First United Brethren congregation erected a \$10,000 building on Robinson between Third and Fourth streets and the First United Presbyterians put up a \$12,000 building at Twenty-second and H streets.

Remarkable gains were also recorded in other fields. Bank deposits, for instance, increased from about \$15,600,000 to \$19,613,000; post office receipts, which in 1911 had been \$181,805, went to \$228,058; the school census increased by about 1,000 to 8,255 and the number of water consumers went from 10,282 to 12,681. In every way, in fact, San Diego made remarkable progress, and 1912 may be set down as one of the banner years in San Diego's commercial and business history. The stability of the city was assured.

How these conditions were regarded by investors is indicated to some extent by the improvements made in 1912 by the San Diego Consolidated Gas and Electric Company. That utility concern alone spent more than \$1,000,000 in construction to take care of the steadily increasing demands. Some of the expenditures were for 103 miles of gas mains and electric lines to Encanto, La Mesa, Bostonia, Monte Vista, Otay and Sweetwater; a large addition was also made to the underground system begun the year before in the downtown district.

William Kettner was first elected to Congress in November, 1912. As he tells the story, his candidacy in a way originated from a half-jest. Mr. Kettner was the only democrat, it is related, of thirty directors of the Chamber of Commerce. At the chamber's meetings of the period frequent expression was given to the wish that San Diego might have a Congressman of its own—a man residing in the city who would feel a personal and lively interest in the welfare and progress of San Diego, with its great harbor and opportunities for naval activity. Mr. Kettner one day smilingly suggested that he would be a good man to send back to Washington. His suggestion met with hearty personal but little political support at the time. In a short time, however, the suggestion, made partly as a jest, took on a very strong appearance of reality.

At that time, or about that time, Samuel C. Evans, a well known republican of Riverside, belonging to the Eleventh Congressional District of California, and known as an active supporter of the progressive wing of his party, announced that he was a candidate for the republican nomination. Against him for that nomination was pitted Lewis R. Kirby, well known attorney of San Diego, former district attorney of San Diego County; Kirby was identified with the so-called "regular" wing of the republican party, or, at least, was regarded by many as belonging to that wing, although he made the campaign as independent of any wing. At any rate, it became evident to Mr. Kettner and his friends that Evans was showing the most strength and was likely to get the nomination. At that point the suggestion that Mr. Kettner should run on the democratic ticket was made, not as a jest but in all seriousness. San Diego County for some years had been strongly republican, and so was the Eleventh Congressional District. Yet there was soon rallied behind Mr. Kettner a force, composed of republicans as well as democrats, which made him very evidently a formidable candidate. The election was the one in which Woodrow Wilson was

first made President, and the wave which sent him to the White House helped mightily to make Kettner a Congressman. Evans at the primary won the republican nomination over Kirby, and in November, at the final election, Kettner defeated Evans by more than 4,000 votes—a remarkable victory for the San Diegan, in view of the heavy republican majorities recorded in previous years by the district.

Kettner went to Washington soon after his election, determined to begin his work as soon as possible, although he was only Congressman-elect. The result of that work showed from the very start. San Diego began to receive recognition, long withheld or scantily granted, that measured up to her deserts. In the eight years that Congressman Kettner represented the Eleventh California District in Congress he maintained the pace which he had set at the beginning, and the results which he obtained have been written indelibly into San Diego's history of the period.

In San Diego in 1921 there is hardly a government enterprise for which Congressman Kettner has not worked with success. His methods were not those of the orator, but of the business man, as he was—gathering facts, with the assistance of the Chamber of Commerce, which always co-operated with him loyally and closely, and presenting those facts to officials and representatives at Washington in such a compelling way that San Diego's advantages, particularly as a navy base, became evident and received the recognition which they richly deserved.

In the campaign to elect Kettner a prominent part was taken by F. C. Spalding, then president of the Chamber of Commerce, by the secretary, Rufus Choate, and by other members, who went through the district making speeches and soliciting votes for the San Diegan. This led to some argument regarding the propriety of the chamber's going into politics, and to some resignations from the chamber's directorate. But whatever feeling must have existed then soon disappeared in view of the excellent record made by Mr. Kettner.

One of the first appropriations obtained for San Diego through the new Congressman's efforts was one setting aside \$1,000,000 for new fortifications on Point Loma. This he had to accomplish against the arguments of army engineers, one of whom testified before the appropriations committee which was considering the matter on February 15, 1915, that Los Angeles had "a much better harbor" than did San Diego. This remark at least showed a lack of accurate information.

In his very first term as Congressman Mr. Kettner was put on the rivers and harbors committee—a real honor for a new member of the house—and this helped him to gain friends and influence. He resigned from the committee in 1915 to go on the naval affairs committee, then as now a body of prime importance as far as San Diego's demands are concerned.

Kettner was re-elected to Congress in 1914 over James C. Needham, his republican adversary, by more than 22,000 votes, the vote being: Kettner, 47,165; Needham, 25,001.

At the 1916 election he was again sent back to Washington. His republican opponent that year was Robert C. Harbison of San Bernardino. The vote was: Kettner 42,051; Harbison, 33,765.

At the 1918 election Congressman Kettner had no republican opponent, the only candidate against him at the final election being that of the prohibition party. Kettner was sent back by a large plurality.

Before the 1920 campaign began in earnest, Congressman Kettner announced he would not be a candidate for re-election, declaring that his business needed his personal attention, and he held to this determination despite the many appeals made to him that he run again. When he returned home at the end of his fourth term in Congress, he and Mrs. Kettner, who had been his close advisor and valued assistant, were signally honored by the people of San Diego, an assembly of thousands gathering to do honor to these two loyal San Diegans.

The spring of 1912 will be remembered for some time by San Diegans because of the trouble which the city authorities had at that time with the Industrial Workers of the World. That organization sent emissaries here apparently with the idea of defying the police by holding street meetings, in which radical and inflammatory "free speech" remarks were frequent. Arrests were made, and soon the city jail was crowded. Still the I. W. W. kept up their hostile and law-defying demonstrations and, after a few scenes of violence, an unofficial committee of citizens, working with the police and county officers, took the I. W. W. out of town in trucks and on foot and sent them across the northern line of the county. That method of treatment soon freed the city of disturbance. This trouble was followed by the arrival in San Diego of Emma Goldman and Ben Reitman, avowed anarchists. She was induced to leave town on the first available train. Reitman was taken from the U. S. Grant Hotel by a party of earnest citizens and escorted north with considerable haste and emphasis. That ended a chapter which was full enough of excitement at the time.

The San Diego Realty Board was organized in 1912 with twenty-nine members and, due to the rapid growth of San Diego at the time, increased its membership to more than 100 within a year. The first officers included: Charles F. O'Neill, president; P. H. Goodwin, first vice-president; Gordon Decker, second vice-president; John B. Starkey, third vice-president; F. C. Spalding, secretary; Charles W. Fox, treasurer. Other directors were George D. Easton and John Burnham.

Severe damage was done to crops and trees, especially in lemon orchards by what San Diegans now call "the great freeze," which came in two nights of weather unprecedentedly cold for Southern California. These nights were of January 6 and 7, 1913, the temperature going as low as 25 degrees above zero in the city and somewhat lower in some other sections. In September of the same year all records for heat in San Diego were broken when the temperature mounted to 110 degrees. The "hot day" was September 17.

A notable addition to San Diego's permanent buildings was that of the Federal Building, completed early in 1913. Built on the northern side of the block bounded by State, Union, F and J streets, it is an imposing structure of three stories, with basement and attic. The site was originally owned by the War Department, which acquired it in the early days of San Diego and exchanged it with the Treasury Department for other city property. The style of architecture is that

198 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

popularly known as Mission, the roof and towers resembling those of the old Franciscan structures. On the first floor the lobby on account of its beauty of architectural design compels admiration. The floor is of terrazo with marble borders. A corridor runs the whole length of the building's front, about 171 feet, and parallel to the main front. Along its sides are ranged handsome marble pilasters, and there is an ornamental coffered ceiling, the panels of which, in high relief, are of plaster.

Since its completion the Federal Building has been used by these departments and officers:

The postoffice, customs office, immigration, weather bureau, animal industry, United States courts, forestry, internal revenue, United States marshal, local board of civil service examiners, postoffice inspector, special agents of the internal revenue service and the public health and marine hospital service.

The new Santa Fe station, which was begun in June, 1914, was completed and thrown open for use in January, 1915. It is one of the most beautiful and best equipped stations on the line of the Santa Fe, and its opening was happily timed to coincide with that of San Diego's Exposition. The building cost about \$250,000 and was erected by the William Simpson Construction Company.

Nearly all the grading and laying of track from San Diego to Campo on the line of the San Diego & Arizona Railway were completed in 1915, making a stretch of completed road east from this city of about 65 miles. Meanwhile a 32-mile stretch had been completed from Seeley in Imperial Valley to Carriso Gorge in the mountains. Train service on the San Diego end of the line was started to Tijuana, Mexico, on January 1, 1916.

The year 1915 was marked by a number of improvements in the fire department, a modern machine shop being established and equipped, more alarm boxes being provided and new apparatus and more men being stationed at La Jolla, whose importance as a suburban section of the city was well established by that time. Two new fire department stations were opened—one at Ocean Beach and the other at Columbia and Cedar streets. Work was also started in this year on the city's first fireboat, the William Kettner, the craft of course being named for the Congressman who did so much for San Diego. This work was all done under the direction of Louis Almgren, Jr., chief of the department.

The last months of the year saw the completion of the paved boulevard connecting San Diego and East San Diego. This important road was opened for use in November.

At the very time when San Diego's Exposition was swinging into full stride for its second year, San Diego County was visited by the most disastrous floods in its history, torrential rains sweeping over the whole Southwest, tearing out roads, railroads, wires and bridges and sending raging streams down every valley, with death and suffering in their path. More than a score of residents of the county lost their lives, property damage mounting into the hundreds of thousands of dollars was done, the city was almost isolated from the rest of the world for a considerable period, one great dam was ripped out and another seriously damaged, while little homes and ranches in many sections were swept bare or sustained great damage.

There were two floods; the first amounted to little in itself, but the heavy rains which made it set streams running from mountain to sea and laid the foundation for the greater damage which the second brought.

The first flood was brought on by a rain which started on Friday, January 14. Rain descended steadily on January 14 and 15, and in the night of Sunday, January 16, reached torrential proportions, drenching the whole county. By 2 A. M., Monday, January 17, the San Diego River had gone beyond its usual modest banks in Mission Valley and was rising rapidly. Meanwhile all other valleys were carrying great volumes of water to the ocean. Reservoirs were filled almost in a day. By Monday afternoon reports began to reach the city of serious damage, of bridges washed out, of the sudden stop in train service over the Santa Fe and other lines, of wires that were down, of impassable roads, of the drowning of cattle, of the dire peril which befell many a rancher and members of his family. That night the San Diego River at Old Town was running practically from bank to bank.

On January 17 the bridge of the San Diego & Southeastern Railroad across the San Diego River at Lakeside was washed out and several hundred yards of track on the same road between Lakeside and Foster were ripped away—not to be replaced. The city meanwhile was receiving a soaking which did little harm but gave its residents a good idea of what was happening in less favored sections.

At about this time the newspapers of San Diego began to recall that Charles M. Hatfield, heralded as a "rainmaker," had appeared at the city hall some time before, voicing his confidence that he could make rainfall by mechanical devices of his contrivance, that he had had some conversation with the city councilmen, eager to see the city reservoirs filled, and that he had gone to the Morena dam, an integral part of the city's water system evidently under the impression that the city council had verbally promised him \$10,000 if he would fill Morena reservoir in 12 months of 1916. Hatfield seems to have set up some apparatus on the Morena watershed and to have remained with it for some time; while this first storm was on he is reported to have telephoned to the city that he had merely started. He obtained, however, no money from the city, although the case later went to court. The Government weather bureau head at the time of the storm expressed doubt that Hatfield's contrivance had exerted any influence on the heavens.

On January 18 the San Diego River, which had come down as a torrent, began to recede, and the worst of the first flood of the year was over. It was not until about that time that the plight of the Little Landers colony, founded by William E. Smythe at San Ysidro several years before, was fully realized. Many of this little colony in the Tijuana Valley near the Mexican boundary line had lost their crops through the rush of the waters; some had lost their homes, built on the lowlands, and there was much suffering. As the result of an urgent plea made by Mr. Smythe, who was soon assisted by others, a fund was started for the relief of the people at San Ysidro, and food, clothing, bedding and tents were rushed to the stricken settlement. The relief fund soon amounted to more than \$2,000.

200 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

This first flood also compelled the racetrack which had just been opened at Tijuana, on the Mexican side, by James W. Coffroth and others, to close its gates for many days.

Hardly had San Diego got over this storm before the second and really big one broke. With the soil of the whole county already well soaked with the rains of the first storm, the second began with a rush. This rain started January 24 and reached its culmination on Thursday, January 27. Anxiety was felt on that day for the safety of the Lower Otay dam, part of the city water system, and for the great Sweetwater dam, whose waters supply National City and adjacent territory. The rain fell in drenching torrents, filling city streets, inundating valley sections of the county, washing out pipe lines of the city water system from Lower Otay to Chollas Heights and making the rivers of the county raging streams.

On the afternoon of January 27 the city's concrete bridge over the San Diego River at Old Town was carried out. This structure had been built three years before at a cost of \$22,840. At about the same time the roaring river waters, carrying an immense amount of debris from valley lands, ripped out the bridge of the Santa Fe Railroad across the San Diego River, a short distance from the city bridge. The railroad bridge had been weighted down with heavily loaded freight cars to save it, but this precaution did not avail against the flood.

Telegraph, telephone, light and power wires all over the county were torn out by the flood, which was accompanied by a heavy gale on January 27. The high wind compelled all craft to remain inside the harbor, whose security was again proved on this occasion.

Water began flowing over the top of the Lower Otay dam at about 5 P. M., January 27. At about 9 P. M. the great dam went out with a crash, a high wall of water sweeping with a deafening roar down the Otay Valley to the ocean, carrying all before it and raking the soil off until the valley floor was little more than a gravel bed. In this great rush of water several lives were lost, homes were destroyed and carried to the bay, ranches utterly wiped out and desolation left behind.

At about the same time the earth dam at the south side of the Sweetwater reservoir was carried out, and the earth and rock fill at the north end of the dam was torn off. This added to the raging flood which was already sweeping down the Sweetwater Valley, causing much damage, although nothing like that of the Otay Valley.

The Lower Otay dam had been built in 1897 by the Southern California Mountain Water Company, of which E. S. Babcock was then head. The dam was of rock fill, with a heavy steel core, a foot of concrete having been placed on each side. So great was the force of the water which swept out of the great reservoir and tore down the valley that the heavy steel core and great chunks of masonry were carried far in the flood.

Tremendous damage, mounting into the hundreds of thousands of dollars, was done to the railroad lines of the county. The losses sustained by the Santa Fe, the San Diego & Arizona and the San Diego & Southeastern (later made a part of the San Diego & Arizona) will not be forgotten for many a year.

The actual loss of life in the 1916 floods was about twenty. The total of the property damage it is hard to figure, but it certainly was high. There were many instances of heroism and self-sacrifice in those trying days. The losses sustained by many reduced them to pitiful circumstances, and to relieve this situation a fund of considerable proportions was raised in the city.

San Diego, as the result of the floods, got no mail by train for a month. For several days there was no communication with the outside world except by wireless telegraph and by boat. Mail soon began to move by steamer. The first Santa Fe train in from the north arrived on February 18.

No section of the county or of Southern California escaped the torrential rains of January, 1916, and in many places in the South outside San Diego County there were heavy losses.

The great floods of January, 1916, beside destroying the Lower Otay dam, carried away the water system's transmission mains across the Sweetwater River, destroyed a great part of the Morena-Dulzura conduit and resulted in the complete loss of twelve wells in Mission Valley. This left the city with an available storage supply of only 90,000,000 gallons in the Chollas reservoir, the average daily consumption at the time being 5,500,000 gallons. To meet the emergency, two pumps were quickly installed in Mission Valley, from which 4,500,000 gallons a day could be pumped, and additional water was bought from the Cuyumaca system. Repairs on the storage system were carried on with haste, and the city was soon in good shape as far as water supply was concerned.

The year 1916 was marked by continued activity in building, notable items under this head being the construction of the University Club's \$30,000 home on Seventh Street, additions costing about \$40,000 to the biological station at La Jolla, building of the Swift & Company kelp reduction plant at the foot of F Street, completion of the Southern Reduction Company plant at the foot of Beardsley Street, and the building of many residences and public garages.

By the end of 1916 the people of San Diego had come to some realization of the work being done by the great potash plant built by the Hercules Powder Company on the bay front near the National City-Chula Vista line. This plant cost, it has been reported, about \$1,500,000 and was worked night and day, its products going largely into powerful explosives which the government needed to win the World war. Great kelp cutters for many months mowed the kelp beds near San Diego to keep this and the Swift plant going.

The San Diego & Arizona Railway was built as far as Campo in 1916.

The first news San Diego got of the partnership of John D. Spreckels and the Southern Pacific to complete the San Diego & Arizona came on November 21, 1916, when there was a "get-together" meeting at Campo of San Diego City, County and Imperial men. Mr. Spreckels introduced Julius Kruttschnitt, chairman of the Executive Committee of the Southern Pacific, as "my partner." William Sproule, president of the Southern Pacific, was one of the speakers at the meeting and said that San Diego would have a railroad of which it could well be proud. The news did much to cheer both San Diego and Imperial Valley.

Only a mere mention has been made of the services of Harry L. Titus for the San Diego & Arizona Railway. What he did for the Spreckels companies and interests in and near San Diego, however, deserves much more than mention. A resident of San Diego for many years and well acquainted with its growth, a well trained attorney, but, most of all, the possessor of a large amount of common sense and knowledge of men and affairs, he worked for many years as one of John D. Spreckels' closest advisors and implicitly trusted associates. At one time and for a considerable period manager of the San Diego & Arizona, and always keenly interested in its progress toward completion, he gave much counsel of great value. Long associated with Mr. Spreckels and always enjoying the confidence, richly deserved, of his employer, he gave unselfishly of time and effort and from his large store of experience contributed generously toward the success not only of the railroad but of many other enterprises from which San Diego has benefited to an extent hardly yet realized. Here was a man who lived a quiet, even, almost retiring life, yet he performed his work in a highly successful way. When he died on July 11, 1917, the citizens of San Diego joined in paying tribute to his worth and his kindly, human personality.

Much of San Diego's life in 1917 and 1918 was concerned with the World war, and those matters are taken up in another chapter of this book. In the selective draft, the choice of a site on the Linda Vista mesa for what became the great Camp Kearny, in the parades of men chosen to go to war, in Red Cross and Liberty Bond "drives" and campaigns, the people of San Diego almost literally forgot the smaller things of the usual daily life and entered upon the nation's work in the spring of 1917 with a spirit whose force was felt until the end of the great struggle across the Atlantic. With other cities of the nation San Diego paid heavy toll in the influenza epidemics, the malignancy of that disease coming close to San Diegans in the fall of 1918, when quarantine regulations were enforced here in an effort to curb the spread of the trouble. One quarantine was in force from October 14 to November 9, during which period the churches, schools and theatres of the city were kept closed. Masks of gauze were prescribed December 6 of that year, and stores were kept closed from December 6 to December 9 in an effort to prevent crowds from gathering in any place, the doctors having concluded that in this way some good would be accomplished. From December 10 to December 24 more liberal quarantine regulations were in force.

The schools, closed because of the influenza epidemic, were opened again January 6, 1919.

An event of importance in the relations of San Diego with the Federal Government and in the development of San Diego as a naval base was the acceptance by the Government of 135 acres as a site for a naval training station. The tract was known as the Loma Portal tract and adjoins the marine base at Dutch Flats. Of this tract 120 acres was owned by the San Diego Securities Company and was taken at an agreed net price of \$200,000. The other fifteen acres were acquired by the city in other ways and turned over to the navy. The chamber of commerce, acting for the people, appointed a "naval training station executive committee," which raised \$280,000 by public

subscription to acquire the site, and the Navy Department, authorized by Congress, accepted it.

Other naval projects started at San Diego in this period were the naval supply depot at the foot of Broadway and the navy hospital in Balboa Park. Sites for these were given by the city to the Government. The large warehouse project is completed and the great hospital is nearing completion as this is written.

August 7, 1919, is a date which will be remembered long by San Diegans because it marked the arrival of the great Pacific Fleet at the first port of the United States on the west coast. All the vessels of Admiral Hugh Rodman's great command except the dreadnaughts New Mexico, Mississippi, Wyoming, Arkansas, New York and Texas, entered the harbor at the time; those larger vessels anchored off Coronado for the well prepared reception which was given to the fleet by San Diego and the Southwest. The New Mexico, flagship of the fleet, entered the harbor first on November 10 of the same year. The fleet was here three days in August, in which time the city was turned over to the navy. The most distinguished guest of the celebration was Josephus Daniels, Secretary of the Navy. On December 1, 1919, there were seventy-one navy vessels inside the harbor, that being the largest number that had entered up to that time. Since then, however, more than 100 have found safe and roomy berths inside the harbor at one time and have left plenty of mooring space for more.

In September President Woodrow Wilson, accompanied by Mrs. Wilson, came to San Diego and at that time spoke to one of the largest audiences that ever listened to an address in any place. President Wilson spoke at the city stadium on September 19. The great enclosure was almost entirely filled with auditors, who were assisted in hearing the President's words by an electric device.

Of importance to the traffic of the city was the zone fare system which was started by the San Diego Electric Railway Company on November 15, 1919. The need for some change in receipts of the company was made evident by the showing of increased costs of material and labor, and the evident impossibility of meeting those increased costs with a five-cent fare to all parts of the city, such as had been in effect for years. Considering the extent of the change, it was put into effect with remarkably little trouble and has been maintained without any serious difficulty up to the present time.

In the latter part of 1919 San Diego was chiefly concerned with the completion of the San Diego & Arizona Railway. The last spike was driven on November 15. The city's celebration of the event began on December 1, the first day of "Transcontinental Railway Week."

One of the notable events of 1920 was the visit to San Diego of Edward, Prince of Wales, who came to this port on a fast battle cruiser, the Renown, on his way to Australia in a trip around the world. The prince spoke to a large audience at the stadium. His stay here covered April 7 and 8.

The first large vessel launched at San Diego, slid into the water on June 12, 1920. It was the Cuyamaca, one of two large tankers built in the local concrete shipyards. The other, the San Pasqual, was launched a few weeks later.

204 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

A serious blow to the San Diego & Arizona was a landslide which occurred at Carriso Gorge, in the mountains, on May 10, as the result of heavy rainfall. This trouble necessitated extensive changes in the line at that point to make it absolutely safe, as its owners demanded that it should be. Those changes took several months and required the expenditure of a large sum of money, while, of course, the main line of the road was idle. The road was opened again November 25.

In the years 1911 to 1914, inclusive, San Diego set a really remarkable record in municipal undertakings, issuing in that period bonds amounting to \$9,442,000, an enormous sum for a city of San Diego's size to assume, but a burden which the municipality has carried with confidence and to which up to December 31, 1920, the sum of \$2,312,200 had been added.

Here is the record of bond issue for those four years:

1911 -----	\$1,533,000
1912 -----	1,000,000
1913 -----	4,029,000
1914 -----	2,880,000

Of this imposing total \$1,850,000 went for park improvement, a work which would not have been done in many a long year if it had not been for the exposition, which thus left a princely legacy for San Diego. Harbor, water and sewer projects account for most of the remainder.

The total of bonds authorized by the voters of the city, at the end of 1920, was \$13,890,374. Redeemed or cancelled bonds at that time amounted to \$2,683,050, leaving outstanding bonds amounting to \$11,207,324. As San Diego began the year 1921, it still had a bonding margin of \$2,002,716, according to the city auditor's report. Here is a summary of December 31, 1920:

Total assessed valuation of non-operative property-----	\$88,067,609
Bonding capacity, 15 per cent of valuation-----	13,210,041
Authorized bonded debt-----	11,207,324
Bonding margin, December 31, 1920-----	2,002,716

The city assessment roll for 1920 placed a valuation on real estate of \$72,273,478, and the improvements were valued at \$6,183,420. The city auditor's summary of net valuations at that time was as follows:

Real estate and improvements-----	\$77,382,569
Personal property -----	10,685,040
Operative property, state collection-----	6,020,271

Grand total of taxable property-----\$94,087,880
Valuation for city tax purposes and the city rates from 1900 to 1920, inclusive, are as follows:

	Valuation	Tax Rate
1900-----	\$12,651,714	\$1.10
1901-----	12,447,523	1.10
1902-----	12,154,919	1.45
1903-----	12,516,383	1.40
1904-----	14,387,105	1.48

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 205

	Valuation.	Tax Rate.
1905-----	17,636,988	1.45
1906-----	20,020,011	1.28
1907-----	23,749,670	1.35
1908-----	26,619,596	1.48
1909-----	33,814,991	1.48
1910-----	41,949,727	1.30
1911-----	44,445,459	1.45
1912-----	49,068,148	1.58
1913-----	60,738,409	1.90
1914-----	85,037,776	1.57
1915-----	85,107,759	1.79
1916-----	83,005,910	1.98
1917-----	84,659,589	1.98
1918-----	86,341,557	2.10
1919-----	86,615,621	2.10
1920-----	88,067,609	2.10

CHAPTER XVI

THE PANAMA-CALIFORNIA EXPOSITION

The Panama-California Exposition, which was held in San Diego in 1915 and 1916, had two objects, and in each of them it was magnificently successful. Those objects were:

First, to advertise the city and its various advantages in so striking a manner that the population of San Diego would be increased to the degree warranted by those advantages;

Second, to beautify the great city park, which up to that time had not even received a distinctive name.

There is not the slightest reason to doubt that the remarkable increase of population which San Diego enjoyed from about 1907 to 1916, in which period the gain was more than 100 per cent, was due principally to the Exposition and the advertising which the city gained from that great enterprise.

Also the Exposition was the means by which the park, now Balboa Park, so named after the noted discoverer, was transformed from an almost barren waste and a nearly civic "white elephant" to a veritable garden of beauty, in which the principal Exposition buildings remain standing—a princely cluster of jewels in a setting of surpassing charm.

The man who conceived this Exposition and who was largely responsible for the remarkable success which it attained is G. A. Davidson, well known banker, who then was president of the Chamber of Commerce. Other San Diegans—many of them, notably the dynamic D. C. Collier—swung to the wheel with Mr. Davidson almost as soon as the great idea was broached by him; but to him belongs beyond all doubt the honor of having suggested it; from him also came much of the enthusiasm without which the project must have failed; to him in the second year went the honor of being head of the great enterprise, and he upheld the honor with marked ability and fitting dignity.

Mr. Davidson had come to San Diego for the Santa Fe Railroad in 1886, his offices being in National City, then the Pacific coast headquarters of that railway system. He left in 1888, but took with him a lasting love for San Diego and an unshaken faith in its future. In 1907 he was able to come back to San Diego, this time as head of a bank, and he soon entered with vim into all movements for the advancement of the city.

How the Exposition idea came into being and how it was carried into execution he told the writer as follows:

"The plan was formed in July, 1909, when the need of something to stimulate the city's activities seemed evident. Having in mind

the forthcoming opening of the Panama Canal, to which completion the whole world looked forward as one of the most remarkable achievements of the ages, it occurred to us who were meeting at sessions of the Chamber of Commerce that we must do something to let the world know of San Diego's geographical importance and climatic and other advantages. One idea which was predominant, of course, was that San Diego was the first American port of call on the Pacific coast north of the great canal.

"The rough plan for an Exposition was presented to the board of directors of the chamber, and it was agreed that it possessed con-



ONE OF THE MANY BEAUTIFUL SCENES AT THE EXPOSITION GROUNDS, BALBOA PARK

The Panama-California Exposition was opened in 1915 and its gates remained open more than two years. Most of the buildings were of a permanent nature, and this majestic group remains as one of the greatest attractions of the Southwest.

siderable merit. After a short discussion, it was decided to call a second meeting at the Chamber of Commerce. A call was sent out quietly to a large number of representative men of the city to attend this second meeting, and to this gathering some details of the plan were laid forth. Its possibilities were seen by all, and the meeting was enthusiastically in favor of going ahead. So the very next day articles of incorporation of the Panama-California Exposition Company were drawn up.

"Of course we had in mind the fact that the other cities of the Pacific coast and of the Atlantic, too, might already be laying plans along the same line as those which the meeting in San Diego had favored, and we resolved to move with haste and as quietly as possible

until we should be ready to make formal announcement. That announcement we decided to delay until our articles of incorporation had been filed at Sacramento.

"As soon as the articles had been drawn up they were sent around for signatures of incorporators, and as we had resolved to waste no time the work continued into the night. As a matter of fact, we had to call several well known men out of bed to get their signatures. John H. Gay, I remember, was one of them.

"The papers were taken to Sacramento and duly filed, and then our announcement was made to the world that we were going to hold an Exposition here. It was one which created much interest, too.

✓ "I had been in San Diego from 1886 to 1888 and had seen the city's possibilities. When I returned in 1907 and started my little bank, I came to the conclusion—to use a baseball term—that we should never get to first base unless the city did something unusual to direct attention to what could be found here. We people of San Diego had faith in the city, but we had not spread that faith broadcast enough.

✗ "Our desire in starting the Exposition was two-fold. It was to have the city so well advertised that people would come here and aid us in building it up. Also, we wished to produce different results in the park. It had great possibilities, as of course we realize fully now that it is so beautiful, but these possibilities had been scantily developed, and the park was by no means beautiful. Visitors came here and after being made comfortable at some hotel asked to see our great 1400-acre park, of which they had heard, and then what had we to show them? Principally a barren waste, with few flowers and few trees. A laudable attempt had been made indeed to put lawns on the west side, but that was a small part of the park after all. Bonds for the improvement of the park had been turned down by the voters only a short time before.

✗ ["Well, we went ahead and accomplished what we had started out to do. When the gates of the Exposition opened on the first day, the city had been transformed from what it had been a few years before. Before the Exposition project was launched, there were few hotels in San Diego and none of these was of great size or importance. The U. S. Grant Hotel, to be sure, had been started, but in 1907 it was only a shell. It was completed, and many other hotels and apartment buildings were started and completed. Paving of streets was extended all over the city. The people began to pay more attention to the beautification of their yards and homes, and from a grown up village San Diego became a city of the metropolitan kind—not large but of the same class as the larger cities. Nearly all of this was done in 1912, 1913 and 1914, the three years immediately preceding the Exposition.]

"Mr. Spreckels, of course, had announced his determination to build the San Diego and Arizona Railway, and that announcement had started a real estate excitement in 1906 and 1907, but when I came to San Diego the second time I was convinced that San Diego needed something to back up this movement. The Exposition we determined on as the means to supply that want.

"The Exposition was a really remarkable project for a city of this size. Just think of it! When the plan was brought out, the city had only about 30,000 population. Yet within a few days the entire capital stock of a million dollars had been subscribed, and the success of the Exposition seemed to be assured. Yet there were many discouragements. The early years of the enterprise were not years wholly of optimism, and at this time the wonderful enthusiasm of Charley Collier did much for the cause. He made several trips to Washington and also went to South America, and his faith and boundless energy accomplished wonders.

"Great credit for the success of the Exposition must be given also to Congressman Kettner. It must be remembered that after we made up plans in which the Federal Government was concerned, it was he who put them through as far as Washington was concerned. For that alone San Diego owes him many thanks. To use another baseball term, we should never have got past first base if it hadn't been for Kettner.

"It must be remembered, too, that those who had subscribed money or given pledges to furnish it, as most of them did, were remarkably loyal throughout. More than 95 per cent of the money was paid in—a wonderful record.

"Now we have the beautiful buildings of the Exposition in their striking Spanish colonial architecture, all grouped in surroundings which fit them in every way. That indeed is a rich heritage to the city. I shall never forget the occasion on which I escorted one of the high Spanish officials across the magnificent Cabrillo bridge and the manner in which he enthusiastically acclaimed the beauty of the buildings. 'Mr. Davidson,' he said, 'we have nothing in Spain so beautiful as that.' I expressed surprise, as I knew that his country had many beautiful structures. Yet he quickly reminded me that on both sides of one of these fine buildings in Spain there often were shabby buildings and conditions of squalor. Here we had architectural perfection in superb surroundings. There is no finer, no more beautiful collection of buildings anywhere in the world than these, here in the very home of that kind of architecture.

"I am sure that for every man who expresses doubt now as to the degree of success of the Exposition there will be 200—yes, 500—who will declare it was a great thing for San Diego.

"One point which I believe should be emphasized is that the exposition was largely responsible for the establishment of the magnificent marine base which has been built at Dutch Flats. General, then Colonel, Pendleton of the Marine Corps was here at the time, and there were some marines stationed here. The suggestion was made that it would be a fine thing to have some of them kept here for escort duty. Colonel Pendleton helped us to bring that about, and he became enthusiastic over San Diego as a place for a marine base; and that has at last come about."

Ground for the Exposition was broken in a celebration which extended over July 19, 20, 21, and 22, 1911. Of this celebration J. M. Dodge was general manager, H. A. Herrick his assistant, Edwin H. Clough historian, Henry Kabierskie director of pageantry and

210 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Herbert R. Fay grand marshal. The most imposing ceremony of the celebration was on the first day when a procession in which were many noted Catholic clergymen marched from St. Joseph's Church to an altar which had been erected in Balboa Park and at which solemn high mass was celebrated, the Very Rev. Theodore Arentz being celebrant. Bishop Thomas J. Conaty delivered an address. The mass closed with the singing of "The Star-Spangled Banner" at the bishop's request.

The year 1915 was filled with special "days," to heighten interest and promote attendance. A few of these days were:

January 1, opening day; days for the various states of the Union and for California counties; days for various organizations, such as G. A. R., Daughters of the Confederacy, fraternal orders and the like; a day for Vice-President Thomas R. Marshall of the United States; a day for Carrie Jacobs-Bond, the song writer; one for Nazimova, the noted actress, who appeared in "War Brides" at the organ pavilion on August 5; one for Henry Ford, the automobile man, another for Edison and Ford; an open-air fete on Christmas and many others. The list alone filled nearly two columns of newspaper type.

The coming of the historic Liberty Bell from Philadelphia was a notable Exposition event of 1915. The famous bell, symbol of liberty, was in San Diego for three days and was viewed with reverence and affection by thousands.

Distinguished visitors to the Exposition included many of the nation's most prominent men and women. In the long list for 1915 were three cabinet officers: William G. McAdoo, Secretary of the Treasury; Franklin K. Lane, Secretary of the Interior, and William B. Wilson, Secretary of Labor. Champ Clark, Speaker of the House of Representatives, was another on the list, which included many Senators and Congressmen. Others of the number were:

Former President Theodore Roosevelt, former President William Howard Taft, Nicholas Longworth, Theodore Vail, "Uncle Joe" Cannon, Mme. Schumann-Heink, Seth Low of New York, William Jennings Bryan, Franklin D. Roosevelt, Mr. and Mrs. William R. Hearst, John Barrett, Thomas A. Edison, Henry Ford, Governor and Mrs. Whitman of New York, Col. George Goethals of Panama Canal fame, Governor Fielder of New Jersey and Charles M. Schwab.

The military units sent to or stationed at the Exposition made a pleasing feature of the programs from day to day. On a mesa near the state buildings was the Second Battalion of the Fourth Regiment of Marines, stationed there largely through the efforts of Colonel (now Brigadier-General) Joseph H. Pendleton, then in command of the regiment. Just outside the Exposition grounds was camped a squadron of the First Cavalry. In addition, units from the Pacific Fleet often provided drills and parades for the Exposition. An event which greatly pleased San Diegans in the first year of the Exposition was the visit in the city of some 500 Annapolis midshipmen who had cruised around from the Atlantic through the Panama Canal.

Music played a large part in the programs arranged for the Exposition in its first year. Foremost among the artists who appeared at the great Spreckels organ in 1915 was Mme. Ernestine Schumann-

Heink, the famous contralto, who claims San Diego as her home. She sang to an audience estimated to number 25,000 persons. Some of the others who appeared at the Exposition in 1915 were Signor Florencio Constantino, Ellen Beach Yaw, Carrie Jacobs-Bond, Claudia Albright, Hamlin Hunt and Will O. Macfarlane.

The Exposition was planned to display the resources of California and the states nearest to it, and to this purpose there was close adherence. Every possible attempt was made to avoid the mediocre. Exhibits of especial interest to the homeseeker and colonist were encouraged, and in this way doubtless much was accomplished in bringing new residents not only to San Diego but to all of Southern California.

The Woman's Board of the Panama-California Exposition was appointed as a committee by the Exposition authorities to represent the women of the city at the fair, and this board did much to make the Exposition a success. The board and its committee heads were thus constituted in 1915:

Mrs. Iver N. Lawson, president; Mrs. Uriel Sebree, first vice-president; Mrs. A. E. Frost, second vice-president; Mrs. T. B. Wright, corresponding secretary; Mrs. Earl Garrettson, recording secretary; Miss Alice Halliday, treasurer; Mrs. George McKenzie, entertainment; Miss Alice Klauber, furnishing; Miss Gertrude Gilbert, music; Mrs. Jarvis L. Doyle, house; Miss Daisy Barteau, organized labor; Mrs. B. G. Saville, federated states societies; Mrs. A. E. Horton, Mrs. J. G. Burne, Mrs. Clarke W. McKee, San Diego County representatives of the Woman's Auxiliary of the Southern California Expositions Commission; Mrs. A. S. Bridges, Mrs. Frank Von Tesmar, Mrs. E. Thelen, Mrs. Ernest E. White, Miss Gertrude Longenecker, education.

Thirteen wives of directors of the Exposition joined forces with this board. The reception or persimmon red room in the California building, the "silence room" in the same building and the children's day nursery, maintained in a little bungalow, were cared for by these women and those places and the hospitality to be found there did much to make pleasant the visits of thousands of women.

Through the Exposition building and during its early operation H. O. Davis was its director-general. He resigned August 1, 1915, and was succeeded by E. J. Chapin.

Directors in 1915 were: R. C. Allen, Lucius R. Barrow, Frank J. Belcher, Jr., L. A. Blochman, George Burnham, William Clayton, G. A. Davidson, C. W. Fox, D. F. Garrettson, Percy H. Goodwin, C. H. Heilbron, M. F. Heller, H. H. Jones, W. F. Ludington, Arthur H. Marston, J. W. Sefton, Jr., W. A. Sloane, John D. Spreckels, C. L. Williams, Julius Wangenheim, D. C. Collier, F. W. Jackson and E. J. Burns. The executive committee for that year was composed of F. J. Belcher Jr., G. A. Davidson, P. H. Goodwin, M. F. Heller, H. H. Jones, C. L. Williams, W. A. Sloane and E. J. Burns.

A notable event of 1915 was the celebration of Catholic Day at the Exposition, October 24, solemn high mass being sung by a chorus of more than 100 voices under the direction of Dr. Humphrey J. Stewart, whose mass in B minor was selected. The service was held at the Spreckels organ pavilion.

In its first year 355 regular recitals were given at the great organ; nearly 3,000 selections were played on the great instrument, and some thirty outside soloists and ten local artists appeared there. The organ, gift of John D. Spreckels and his brother, Adolph B. Spreckels, was formally presented to the people of San Diego on the night of December 31, 1914. Only seven times in the first year, 1915, did bad weather prevent the recitals. Six musicians were honored by having special Exposition days allotted to them in 1915. They were Schumann-Heink, March 22; Carrie Jacobs-Bond, June 1; Mrs. H. A. Beach, June 28; Charles Wakefield Cadman, July 6; Marcella Craft, July 14, and Ellen Beach Yaw, August 24. Several noted guest-organists played at the organ at the invitation of Dr. Humphrey J. Stewart, the noted organist engaged to play the instrument for the city.

† [The second year of the Exposition was in many ways as successful as the first, although the attendance was not so large in 1916 as in 1915. Several notable attractions, however, were added in the second half of the Exposition's life. Chief among these was the exhibit from Canada which had been at the San Francisco Exposition in 1915. The French exhibition was another. Tommasino's Italian Band was engaged for the year and provided many programs of interest. La Belle Sevilla and her troupe of Spanish dancers and singers also gave many pleasing programs which will long be remembered with pleasure by San Diegans. The year was filled with "special" days similar to those arranged for 1915 to stimulate interest and attendance. These days included Dedication day, on March 18; Carrie Jacobs Bond day, April 27; Odd Fellows' days on May 9, 10, 11 and 12; Pied Piper day, May 27, a Mark Twain day, Mother Goose day and various others, the names in this small list having been selected at random to illustrate the scope of the programs. A fifty-mile automobile race was a feature in March. Another was provided in August, when Joe Boquel, considered one of the greatest trick aviators of his time, was engaged. He opened his engagement August 28, startling thousands of spectators with the dizzy gyrations and maneuvers of his airplane. A week later, just as he was about to receive a gold medal as a tribute to his prowess, his plane, through some mishap or error, was driven to the ground and he was killed. A military funeral was held for him. A children's fair in December and battle maneuvers in which many troops participated were among the attractions provided in the closing days of the big show.

The second year of the Exposition brought many noted visitors, including Governor Hiram Johnson, Franklin K. Lane, Secretary of the Interior; Walter Damrosch, Charles Evans Hughes, then a candidate for the presidency; Admirals W. B. Caperton, W. F. Fullam, C. M. Winslow and Uriel Sebree, Charles C. Moore, head of the San Francisco Exposition; Geraldine Farrar and Ernest Lister, Governor of Washington.

Miss Marion Vogdes, on whom was bestowed the title "Miss San Diego," assisted in entertaining the guests of the Exposition.

† The Exposition as a show passed into history on the night of January 1, 1917, thousands surging to the park to attend the closing ceremonies. At midnight Mme. Ernestine Schumann-Heink, with tears of emotion in her motherly eyes, sang "Auld Lang Syne," the

lights were turned off and a great piece of fireworks, flaming with the words: "World's Peace, 1917," was set off. Then the bands crashed forth with "The Star-Spangled Banner," and the big closing night was over. The directors at a banquet that evening presented to President Davidson a beautiful gold watch. President Davidson was met on the morning of January 1 at the Laurel Street entrance by directors of the 1915 and 1916 Exposition, guards from the Exposition grounds and Tommasino's Band and escorted to the Plaza de Panama, where he reviewed an Army and Navy parade. Exercises in President Davidson's honor later were held on the plaza, on the platform being John D. Spreckels and several hundred other prominent residents of the city and of Coronado. The speakers included Lyman J. Gage, former Secretary of the Treasury; A. D. La Motte, president of the Merchants Association; O. E. Darnall, representing the Cabrillo Club; W. S. Dorland, speaking for the Chamber of Commerce, and Carl I. Ferris, who read resolutions adopted by the Exposition directors.

According to a report made soon after the Exposition was closed, 3,747,916 persons passed through the gates in the two years, the 1915 figures being 2,050,030, while the total for 1916 was 1,697,886. The month of largest attendance in 1916 was July when 209,485 passed the turnstiles.

U. S. Grant, Jr., was first president of the Exposition. He was succeeded by D. C. Collier, Jr. G. A. Davidson became president on January 1, 1914, having served before that as chairman of the executive board, and he remained as president until the Exposition closed. Through the Exposition's building and during its early operation, H. O. Davis as director-general was its chief executive. His resignation was tendered and accepted August 1, 1915, and E. J. Chapin, who had been identified with the Exposition in important positions for three years or more, succeeded him. Directors who held office during 1915 were: R. C. Allen, Lucius R. Barrow, Frank J. Belcher, Jr., L. A. Blochman, George Burnham, William Clayton, G. A. Davidson, C. W. Fox, D. F. Garrettson, Percy Goodwin, C. H. Heilbron, M. F. Heller, H. H. Jones, W. F. Ludington, Arthur H. Marston, J. W. Sefton, Jr., W. A. Sloane, John D. Spreckels, C. L. Williams, Julius Wangerheim, D. C. Collier, F. W. Jackson, and E. J. Burns. The executive committee in 1915 was composed of the following: F. J. Belcher Jr., G. A. Davidson, P. H. Goodwin, M. F. Heller, H. H. Jones, C. L. Williams, W. A. Sloane and E. J. Burns.

Officers of the Exposition in 1916 were: President, G. A. Davidson; first vice-president, Robert N. Bulla; second vice-president, John D. Spreckels; third vice-president, Edwin M. Capps; fourth vice-president, Carl H. Heilbron; fifth vice-president, J. F. Forward, Jr., secretary, H. J. Penfold; treasurer, Frank C. Spalding.

At that time Los Angeles business men had been induced to lend financial and other assistance to the great enterprise and that city was represented on the board of directors by the following: Robert N. Bulla, Vernon Goodwin, S. L. Weaver, John S. Mitchell, J. O. Koepfli, M. A. Hamburger, C. D. Hamilton, R. W. Pridham, Fred L. Baker and E. J. Eisenmeyer. The San Diego directors at that time were: E. M. Capps, C. T. Chandler, J. Fred Schlingman,

214 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

H. J. Penfold, John D. Spreckels, L. J. Wilde, S. R. Flynn, John F. Forward, Jr., G. A. Davidson, Ed Fletcher, Harry L. Titus, J. P. Smith, L. R. Barrow, Lane D. Webber, Carl I. Ferris, James MacMullen, Col. Fred Jewell, Carl H. Heilbron, Duncan MacKinnon, D. C. Collier and W. A. Sloane.

Much of the success of the Exposition was due to the enthusiasm and tireless energy of D. C. Collier. He visited several foreign countries and there obtained for the Exposition exhibits that did much to make it notable. Collier for some time was in the real estate business in San Diego and at one period was highly successful in that field. After the Exposition, he left San Diego, engaging in several lines of activity, including mining. Recently, in 1921, he has been at Washington, and early in 1922 he was sent to Brazil in charge of a United States exhibit to be made there.

CHAPTER XVII

SAN DIEGO IN WAR TIMES

The men of San Diego County responded with fine patriotic spirit to the call of the nation in the Great War. Some of them entered service with the British or Canadian forces before the United States entered the great struggle; some were enlisted with National Guard or other army or navy units before the selective draft was made; others went to camps for the training of officers before the final call was issued. A large number of those chosen in the selective draft were assigned to various units of the 91st Division, which was trained at Camp Lewis, Washington, and did valiant service on the battlefields of France. A considerable number—the exact total has not been learned yet by those assigned to the task of collecting the data—paid the supreme sacrifice, either on the battlefield or by accident or in the hospital.

About sixty young San Diegans enlisted in Battery B, 65th Artillery, at Fort Rosecrans and saw much active service in the war. About thirty-six others were in Battery A of the same outfit. They were the first to leave San Diego for service in France. Their homecoming in February, 1919, was marked by a celebration in which the city paid its fighters marked attention.

While the World war was still on, Governor William D. Stephens of California appointed in each county of the state a war history committee to collect records of the men sent by each community into the service. Each committee was a part of the State Council of Defense. The San Diego committee thus appointed was composed of Prof. Wilber F. Bliss, vice-president of the state normal school of San Diego, who died September 4, 1921; Miss Althea Warren, librarian of the San Diego public library, and Allen H. Wright, city clerk of San Diego. The committee tried in various ways, including direct correspondence and appeals through the newspapers, to obtain a record approximating the complete, but, up to the time of this writing, its efforts have not been crowned with a great degree of success. Many of the men who might have furnished data for this history have doubtless been influenced by a wholly praiseworthy disposition not to talk about their own deeds; at least, that is the impression gained from some of those acquainted with the work of collecting the data. At any rate, San Diego's war record is far from complete. Such facts as have been gathered by the committee have been turned over to the state authorities. From the records so far made up there has been compiled the following "honor roll" of men who gave their lives in the great war. The list gives the name of the man, the date of his death whenever that date could be ascertained, his home town,

216 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

his classification in the service and the cause of death. The honor roll, as made up to October, 1921, is as follows:

Classification:

- A—Killed in action.
- B—Died of wounds.
- C—Died of disease (after embarkation).
- D—Died of airplane accident.
- E—Died of accident or other cause.
- F—Missing or prisoner.
- G—Camp death.

SAN DIEGO CITY.

- A Allen, A. A (Bert A.), Lieut., October 11, 1917, airplane.
- G Bagley, Hamilton, October 6, 1918, influenza.
- G Bailey, Newton, April 30, 1918, influenza.
- C Baker, Noble C., February 5, 1919, influenza.
- G Barlow, Harold C., Lieut., October 18, 1918 influenza and pneumonia.
- A Bell, Jesse J., November 5, 1918.
- E Bell, Victor H., January 6, 1919, automobile.
- C Bennett, Ira J., August 19, 1919.
- A Bernard, Harry S., Corp., July 19, 1918.
- A Brown, Henry T., October 12, 1918.
- E Bruce, Frank, Lieut., May 14, 1919.
- C Bunker, William Wade, November 29, 1918.
- C Burns, William J., September 28, 1918.
- B Cardozo, Manuel Lial, July 18, 1918.
- A Chapman, Henry Henley, Capt., September 29, 1918.
- C Chittenden, Ed. A., January 13, 1919, pneumonia.
- E Clarey, Joseph E., Sergt., May 30, 1919, R. R. wreck.
- E Clark, Smith D., Lieut., May 3, 1919, drowned.
- G Courser, Frank M., Sergt., October 11, 1918, influenza.
- G Courtenay, Gordon T., Dr., September 23, 1918, influenza.
- C Croghan, Roy Bernard, November 14, 1918, influenza.
- E Crosky, Hubert Hope, April 17, 1918, R. R. acc.
- A Curry, Charles R., October 21, 1918.
- A Donnelly, Joseph P., September 30, 1918.
- C Dye, Armand M., Corp., October 28, 1918, pneumonia.
- G Edwards, John Alexander, October 28, 1918, influenza.
- G Ellis Marle (Merle) E., Corp., December 17, 1918, influenza.
- A Farrar, Percy Earle, June 23, 1918, with the British.
- G Ervay, Ervay B., Lieut., November 1, 1918.
- B Fowler, Reuben H., July 21, 1918.
- G Ghriest, Charles H. L., December 29, 1918.
- G Gibbons, Richard, Capt., March 12, 1918.
- G Graff, Albert, December 7, 1918, influenza.
- G Graham, Ivan M., Ensign, September 21, 1918, influenza.
- E Gross, Charles Frank, January 17, 1919, pneumonia.
- D Haddock, Perry J., Lieut., May 6, 1919.
- C Harbach, Ellis J., December 26, 1918, influenza.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 217

- E Heap, George W., September 8, 1918.
- D Henley, William Carleton, October 11, 1918.
- C Hooper, Benjamin Kent, March 12, 1919.
- C Hinkle, Clarence W., October 22, 1918, pneumonia.
- A Hyman, William Paul, Lieut., July 29, 1918.
- G James, Thomas, February 10, 1918.
- G Janke, Herbert F., November 1, 1918, influenza.
- C Johnson, Anton Frederick, August 24, 1918, pneumonia.
- A Jones, Henry, Sergt., October 8, 1918.
- A Kemp, Kenneth S., August 9, 1918.
- G Kenyon, Frederick, October 18, 1918.
- C Kingston, Paul, Lieut., February 15, 1919.
- G La Vigne, John A., November 22, 1918, pneumonia.
- C Leslie, Clyde, Lieut., February 9, 1919, pneumonia.
- G de Lilliac, Andre G., January 23, 1919, influenza.
- G Liston, Ralph W., March 4, 1919.
- C Lockhart, Charles P., January 16, 1919.
- B McHenry, John A., Sergt., October 1, 1918.
- B McKnight, Clay, August 15, 1918.
- B Magnussen, Sigurbjarni, October 3, 1918.
- G McGuire, Helen, October 14, 1918, influenza.
- A Mandeville, John, Sergt., September 12, 1918.
- G Manning, Fred T., Sergt., November 20, 1918, pneumonia.
- G Meech, George Warren, Lieut., December 2, 1918.
- A Miller, William Denver, September 29, 1918.
- A Mills, Leo Clemency, August 15, 1917.
- G Mitchell, DeWitt, Lieut., May 2, 1918, pneumonia.
- G Moore, David Brooks, November 10, 1918.
- B Moore, John W., November 9, 1918.
- A Morgan, Harold Sydney, Lieut., April 12, 1918.
- G O'Marr, John James, October 25, 1918.
- D Pauley, Charles Warren, Jr., Lieut., March 4, 1918.
- G Payne, Albert L., Lieut., January 14, 1919.
- G Peterson, Edward A., November 13, 1918, influenza.
- C Petit, Eugene G., Sergt., November 15, 1918, fever.
- A Phillips, Ira, Corp., August 5, 1918.
- A Power, Edward Victor, Lieut., August 8, 1918.
- C Prather, Dewey Ray, October 21, 1918, influenza.
- G Punderson, Clarence F., December 19, 1918.
- G Rhodimer, Lewis Vere, November 27, 1918.
- G Roberts, William Wilmer, January 26, 1918, pneumonia.
- A Robertson, David M., Lieut., September 30, 1918.
- G Rohde, Lena, October 25, 1918, pneumonia.
- G Ross, Norman John, November 22, 1918, influenza.
- E Smille, Carl J., May 15, 1919.
- C Smith, Sidney W., January 13, 1919, pneumonia.
- A Stephens, Isaac William, October 2, 1918.
- C Stephenson, Gales, December 3, 1918, influenza.
- D Teernstra, Roy, December 3, 1918.
- C Tenney, Laurence Victor, May 25, 1917.
- A Therol, Nestor, November 7, 1918.
- D Thompson, Edward F., August 25, 1919.

218 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

- E Trever, George Arthur, Lieut.-Com., October 14, 1918, Sub. explosion.
- A Walters, Charles, Sergt., September 26, 1918.
- C Warner, Frank B., Corp., October 21, 1918, pneumonia.
- A Webster, Willard, Lieut., September 27, 1918.
- G Wheeler, Moulton, November 15, 1918, pneumonia.
- G Williams, Dennis Thaddeus, July 27, 1919.
- C Wisby, Orllen, October 25, 1918, pneumonia.
- A Wood, Horace Urban, October 8, 1918.
- A Worsfold, Basil Fielding (La Jolla), May 21, 1918.

Date of Death Not Known.

- B Bell, Harold C.
- A Bennet, Frank N. (La Jolla).
- C Bragg, Ray T., Sergt.
- A Buckley, Harry.
- B Burdick, Nelson J., Corp.
- A Butler, Alyn (Roseville).
- A Cameron, Douglas Clifford.
- C Clark, Edison Maynard.
- Coleman, Ray C.
- A Dexter, Alvin.
- Edmon, John M., Lieut.
- Fuller, Roswell Hayes, Lieut. (Coronado).
- C Gale, Clarence J.
- E Gillespie, Harvey E.
- A Gratz, Samuel Philip.
- D Grazier, O. E., Lieut.
- C Heskett, Forrest, pneumonia.
- C Higdon, Louis E., Sergt.
- A Holiday, _____.
- C Iskow, Edward J.
- D Jacks, Robert L.
- Jannus, Roger.
- E Kloke, Donald C.
- Laderoot, Paul M.
- Lapsley, Harry W.
- Lohr, Carl A., Major.
- B McDermott, Patrick, Corp.
- B Montague, Latney.
- G Moon, Albert Tilton.
- C Nelson, Harry S.
- C Patterson, William.
- Robbins, Nova B.
- A Smith, Ray Kavier, Sergt.
- A Spicer, Henry.
- Stoddard, John, Major.
- C Vineyard, William.
- Wagoner, O. W.
- A Ward, Al. or Arthur F.
- Winterson, William W.
- G Wood, Johnston.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 219

SAN DIEGO COUNTY.

- G Alderson, Edwin Lyle, December 13, 1918, Spring Valley.
- D Bell, Spencer M., Lieut., August 25, 1918, Lemon Grove.
- C Blanchard, Kenneth L. Lieut., December 15, 1918, National City.
- G Bruce, Dee W., Sergt, March 12, 1919, El Cajon.
- B Calac, Alfonso, September 29, 1918, Rincon Reservation.
- G Chase, Vernon Gibbs, Dec., 10, 1918, Coronado.
- C Clark, J. B., Lieut., January 12, 1919, Escondido.
- E Conniff, Halford R., May 16, 1918, East San Diego.
- B Deming, Isaac Lincoln, October 3, 1918, Mesa Grande.
- G Eckford, John C., Lieut., March 19, 1919, Escondido.
- A Gomez, Simon, October 31, 1918, Oceanside.
- A Green, Oscar Edward, September 27, 1918, Ramona.
- A Gurling, Reginald Sydney, July 18, 1917, La Mesa.
- C Harvey, Herbert H., January 30, 1918, Dulzura.
- E Holmes, Arthur L., November 21, 1918, National City.
- G Jones, Halbert Hoyt, April 22, 1918, Escondido.
- C Knudtson, Arthur Leonard, October 2, 1918, LaMesa.
- G Kuyendall, Henry Edwin, May 17, 1918, National City.
- G Lanpher, Henry, December 13, 1918, San Luis Rey.
- A Lux, Jesse J., July 31, 1918, Encinitas.
- C McComb, Joe, September 23, 1918, Oceanside.
- E McLaurin, William B., September 23, 1918, Coronado.
- G Miller, Archie A., March 11, 1918, Lakeside.
- C Patterson, Arthur Kimball, October 22, 1918, National City.
- C Peebles, William Berkeley, Major, September 30,, 1918, Coronado.
- A Porter, Grover T., September 27, 1918, National City.
- D Ream, William R., Major, August 24, 1918, Coronado.
- G Rodig, Milton Theodore, Lieut., February 16, 1918, El Cajon.
- G Shisler, Roy, November 23, 1918, Oceanside.
- G Taylor, John, September 20, 1918, Warner Springs. .
- G Taylor, Walter J., January 11, 1918, Lakeside.

Date or Cause of Death Not Known.

- B Aikens, George F., National City.
- C Brown, Laurence T., Corp., Lemon Grove.
- A Calac, Phil D., Fallbrook.
- A Christofferson, Goodsell, Palm City.
- A Cody, Henry, Mesa Grande.
- C Goodnight, Albert A., Otay.
- Holeton, Arthur J. Lieut., Loma Linda.
- A Jacobs, William L., San Marcos.
- King, Claude, Ramona.
- Labbo, Perry Benjamin, Escondido.
- A Perkins, Roy O., Escondido.
- Reeves, George W., Jr., Lieut., Coronado.
- C Simpson, John R., Escondido.
- Smart, Arthur, Julian.
- A Smith, Paul D., Banning.
- A Umsted, Rolla P., Spring Valley.
- C Urschell, Jacob S., Sergt., Escondido.

Many San Diego young men, as already mentioned, saw active service in the great war through having enlisted in Battery B, Second Battalion, of the anti-aircraft forces. These men were recruited and trained at Fort Rosecrans, on Point Loma. Battery B was in the thick of the St. Mihiel offensive in France and moved up to the front, establishing an anti-aircraft gun position, from which the battery went on fighting in one of the most dangerous branches of modern warfare. The story of this organization's work in the war is told in a booklet entitled "Battery B Through the Fires of France," written by Ernest Stone, a former San Diegan, in 1919.

San Diego's post of the American Legion dates back to a meeting held May 29, 1919, at the St. James Hotel and attended by about twenty-five San Diego men who had served in the World war. Plans were then made to organize a society to be known as San Diego Post of the World War Veterans. Col. E. N. Jones was temporary chairman and David N. Millan adjutant. By this time various posts of the American Legion had been formed in the United States, and at a meeting held June, 1919, it was voted to call the local organization San Diego Post No. 1, American Legion. Colonel Jones was made commander, E. J. Kelly first vice-commander, Dr. Alfred E. Banks second vice-commander, Fred W. Rife third vice-commander, David N. Millan adjutant and Richard F. Gusweiler treasurer. Members of the executive board selected at that time were P. A. Whitacre, William N. Whalen, Byron J. Walters, John F. Covert and R. P. Shields, Jr. Although membership of the post increased fast in 1919, no regular meeting place was obtained in that year. The 1920 election resulted as follows: William P. Cary, commander; P. A. Whitacre, first vice-commander; George J. Leovy, second vice-commander; Miss Charlotte Ruth Washburn, third vice-commander; Frank B. Harrison, adjutant, and R. F. Gusweiler, treasurer. Through the efforts of the post and its supporters the state convention of the American Legion was held at Balboa Park in this city in August, 1920. At that time W. P. Cary of the local post was made first vice-commander of the state organization. The post's officers elected in 1921 are as follows: A. C. Baker, commander; William Stancel, first vice-commander; James McDuell, second vice-commander; Earl Vermillion, third vice-commander; Harry Vernier, treasurer; W. E. Collier, adjutant. The San Diego post has done much to care for former service men seeking aid, care or advice. Since June, 1920, the post headquarters has been at Sixth Street and Broadway. The membership is more than 1,400.

Started soon after the United States entered the World war, Camp Kearny, the one large training ground in the Southwest, became, in size at least, the most imposing of the wartime training plants established in or near San Diego.

The camp was situated on the Linda Vista mesa, a few miles north of the city proper, with which it was soon connected by a concrete road built by the community. The site embraced about 8,000 acres, not including the ranges for artillery and small arms practice, these occupying a space of about five square miles. Grouped about the immense parade ground were nearly 1,200 buildings, including 696 classified as "main buildings" and also including ten warehouses each

160 by 39 feet and 140 mess halls in each of which 250 men could be fed at one time.

The original cost—that is, the sum spent through the contractors, the William E. Hampton Company—was about \$1,250,000. Some 3,500 men were employed at one time in the construction of this camp. In addition to the work done by the principal contractors, San Diego spent more than \$150,000 in building roads to the camp and providing it with a water system which included the laying of some 40,000 feet of 12-inch pipe from Mission Valley to the camp and the construction of two large reservoirs. The San Diego Consolidated Gas and Electric Company, it has been recorded, spent \$165,000 in laying gas mains and providing for transmission of electricity to the camp for light and power. The Pacific Telephone Company spent a large sum in furnishing the camp with adequate means of communication. The spur system built by the Santa Fe Railroad from the main line into the camp is said to have cost about \$200,000.

Before the camp was well under way as a training ground, agencies such as the Y. M. C. A., Knights of Columbus and Library Association had established their branches whose work was of great assistance in maintaining the morale of young men there.

The first troops trained at Camp Kearny were those belonging to the Fortieth Division, which soon took a distinctive name in accordance with a policy officially recognized and encouraged by the War Department in its desire to stimulate good, wholesome rivalry. So, as there were the New England Division and the Rainbow Division and others with similar names, the big division organized and trained at San Diego was named "The Sunshine Division," a deserved compliment to the excellent climate of Southern California where hard, outdoor training may be pursued almost every day in the year. Commanding was Major-General Frederick S. Strong.

To the division were sent many National Guard organizations of the Southwest. Among them may be mentioned the following:

The 157th Infantry, under Col. Patrick J. Hamrock, and including the First Colorado Infantry and First Colorado Cavalry, well-known organizations.

The 158th Infantry, built about the First Arizona Infantry as a nucleus. It was known at Camp Kearny as "the dry regiment" because of a solemn promise made by all its officers not to touch intoxicants until peace was declared. This regiment held high rank among the troops sent to France.

The 159th Infantry, composed of the Fifth California Infantry and parts of the Second Infantry.

The 160th Infantry, in which were men of the Seventh and Second California Infantry.

The 143rd Field Artillery, recruited in Oakland and Southern California.

The 144th Field Artillery, known as "the Grizzlies", headed by Col. Thornwall Mullally of San Francisco, and containing many well known young Californians, including Capt. Stewart Edward White and Capt. Peter B. Kyne, well known writers.

The 145th Field Artillery, a Utah regiment, largely from Salt Lake, and credited with being one of the best artillery regiments trained in the United States for the great war.

There were many other units deserving of mention, but the scope of this work will not permit the enumeration. Some of the officers, however, deserve a place even in this necessarily limited sketch. Such were:

The Division Judge Advocate, Maj. J. A. Howell, former Salt Lake attorney.

Maj.-Gen. R. W. Young of Salt Lake City, grandson of Brigham Young, and commander of the 65th Field Brigade of Artillery.

Maj.-Gen. Leroy S. Lyon, known in camp as "Little Dynamite" because of his well directed activity and ability; he later was commander of the 31st, and then the 90th Division in France.

Col. R. J. Faneuf, commanding the 143rd Field Artillery.

Brig.-Gen. A. M. Tuthill, who had been a doctor in Arizona.

Preparedness for the war had not proceeded very far before the division became of the replacement order, many of its men being sent to fill out other organizations than the original components of the Fortieth Division. In this way the identity of the division was largely submerged in the general good of the army—a source of some disappointment at the time but later of satisfaction, gained through the realization that the men of the division did their work well. Also, the division, when it moved overseas, contained many men who were added to the army by the selective draft.

The relations of the division with the people of San Diego were always of the most cordial kind and, even in the years to come, will be the subject of much pleasant recollection. Evidences of this friendly interest and co-operation were many on both sides; the division organizations took part in many "drives" and war work programs of the period, while the people of San Diego did all within their power to make the stay of their soldier friends at San Diego pleasant and beneficial. The many social affairs of the time, some at the camp and some in the city, formed a pleasing part of the program of those days. No less interesting to many San Diegans were the many athletic contests at the city stadium in which various teams from the Fortieth Division took part, the keen competition and manly American sportsmanship of the contestants vividly illustrating the spirit with which the sons of the Southwest went into the war.

The Fortieth Division, in accordance with the precautions observed to prevent train-wrecking or other such violence on the part of misguided and treacherous foes of the Allies, moved out of camp for France with no public notice, the newspapers, as was the case nearly everywhere, refraining from mention of troop movements. Indeed for some time after the last of the units had departed, the San Diego newspapers tried to maintain a harmless deception upon their readers by referring to those units as apparently being still at Kearny. Just what good that accomplished it is hard now to see, as many knew about the division's departure before it was completed, and a spy with small intelligence could have learned all about it with the greatest of ease. It is a source of gratification, however, that the San Diego newspapers, in this as in many other ways, always showed a spirit of fine loyalty to the Government.

The Fortieth Division had not been away from Camp Kearny very long before another division began its organization there. This was the 16th Regular Army Division under Maj.-Gen. Joseph E. Kuhn.

Its work of training was not far advanced, however, before the news of the Allies' victory came over the cable and wire to San Diego, resulting in a tumultuous celebration which will go down into local history as the happiest in which those living here in 1918 ever had part. The guns on the western front in France had hardly been silenced by the order resulting from the armistice negotiations before whistle, horn, bell, human throats and other noise making devices and agencies began a bedlam of joy in San Diego.

The war actually over, the 16th Division was soon demobilized and Camp Kearny before many months was a mere shadow of its former importance. Perhaps the best training ground in the country, largely, of course, by reason of its climatic advantages, it was not retained as a permanent camp. Sharp reduction in the size of the United States Army was the controlling reason for this. But when the fighting forces at last moved out, and most of the scores of buildings were torn down—many to furnish lumber for San Diego dwellings—part of the camp was taken over by the United States Public Health Service in the work assigned to it of caring for disabled veterans of the war, men whose lungs had been injured in the service. And now, in 1921, a considerable number of those men are being cared for there in an effort to nurse all back to health.

The camp site was obtained for the Government as a result of patriotic effort and accomplishment on the part of loyal San Diego people who joined to make the necessary proffer to the Government and submitted it with success, largely due to the work at Washington of Congressman William Kettner.

Part of the land formerly used for training men of the American army at Camp Kearny is to be used, oddly enough—if present plans are carried out—for the men of the American navy. The Navy Department in 1921 practically completed its plans to erect there a huge hangar, in which to house one of the dirigibles made for this country as a result of the war. Congress, however, decided in June of that year to postpone action on the appropriation of money for the purchase of this land.

When the nation went into the war it found at North Island one of the best equipped flying academies in the world—an army school and a school for the navy's fliers. The army had established its school there in 1913, following the successful experiments carried on by Glen Curtiss. Starting with only five airplanes, the school slowly increased its equipment, then largely of the experimental type and soon made ridiculously obsolete by the advances of aviation as a result of the war. When the outbreak of the struggle came for America, the military airmen had only twenty-two machines available for flight instruction. How fast that number was increased under the pressure of war exigencies may be measured by the fact that, following the armistice in November, 1918, the army airmen took aloft at one time more than 200 machines, giving San Diego such an exhibition as never was seen elsewhere. This notable exhibition was on November 27. For several hours the airplanes soared through the air in different formation, the powerful motors roaring, the aviators—some back from the fighting fronts to help perfect the training of their comrades—indulging in many spectacular tricks or

"stunts," as the saying of the day had it. Much credit for this wonderful exhibition, which was only a visible indication of the intensive training done at North Island to win the war through the air, is due to Lieut.-Col. Harvey B. S. Burwell, the commander of this school.

Accounts of this flight and photographic reproductions of parts of it—the air seemingly filled with whirring airplanes—were printed throughout the United States.

In 1915, the flight records disclose, student aviators from the army school covered more than 200,000 miles in the air, with only one fatal accident. That record was increased in 1916 to 465,000 miles, with no student being killed. In 1917, with the United States being in the war, the army school at North Island was filled with daring young men from all over the country, selected as the result of the most rigid and searching tests for suitable physical and mental equipment.

When the war plans of the United States were well advanced, North Island, which the army aviators had held to themselves for nearly five years, was divided between the army and navy aviators, the army taking the west half and the navy the east. Hangars and barracks and officers' quarters whose cost soon ran into the millions of dollars were constructed there not only in permanent but very attractive manner. The army also established two fields for special practice near Imperial Beach, or South San Diego. These were Ream and East fields.

The Naval Flying Corps started a school at North Island in the spring of 1912, but in a few months took its men away to Pensacola, abandoning the plan for training here. When the war loomed, however, the navy quickly returned to San Diego, installing a plant which grew in importance with almost marvelous rapidity, and in 1921, was much more extensively used than the army's school.

The establishment of a real fleet in the Pacific in recent years was one reason for the continued importance of the navy's aircraft base at San Diego. Among the recent important achievements of the navy fliers stationed here was their highly successful trip from San Diego to the Panama Canal, ending in January, 1921. Daily flights of high-powered seaplanes between San Diego and San Pedro are now a common occurrence.

When the Government, in its plan to wage war with the Allies successfully and as quickly as possible, sought sites at which young men might be trained for the navy, San Diego was fortunate enough to be able to offer a place ready for use. This was available at the Exposition grounds in Balboa Park. In the negotiations, soon successfully completed, Congressman William Kettner was active and successful again. The Navy Department was glad to accept San Diego's offer, and within an almost incredibly short time had converted to its use enough Exposition buildings to form a fine school ashore, where students of naval warfare could learn at least the rudiments of what was expected of them when afloat.

The buildings which had been occupied by the Canadian exhibit and the varied industries were converted into barracks, hammocks being slung so that the young sailors could sleep in regulation sea-

going style. For an administration building the officers selected that which had housed the exhibits of Southern California in the days of peace. A ground school for naval air service, with instruction in the building and use of the powerful motors and handling of the dirigibles, was established in another building. The Cristobal Cafe, scene of many a merry exposition dinner and dance, was converted, almost in a day, into a well-equipped kitchen, or galley, in which were cooked thousands of meals, distributed to the budding sailors and eaten by them, day after day, in the open air, kept warm by sunshine such as few places other than San Diego can boast.

Many men trained at the San Diego naval training station were sent direct to the Atlantic coast for further training and actual service.

At the naval training station, as at other schools maintained here for the success of America and her Allies in the war, much attention was paid to athletic sports, and the various teams representing the navy acquitted themselves with a marked degree of credit.

Other wartime training was carried on at Fort Rosecrans and at the marine barracks, which had been established in Balboa Park, some distance south of the organ pavilion. That at the fort, of course, was essentially in heavy artillery work, and in this many young San Diegans took active part, later going to France to take active and valued part in the great conflict of the Allies against Germany. Also, there was maintained at Imperial Beach a cavalry camp, known as Camp Hearn, which is still kept there, largely as a border guard.

One of the military organizations which San Diegans will remember with pleasure for many years is the 21st Infantry, which, for several years before the war, was stationed at Balboa Park. For many months the regiment was in command of Col. J. P. O'Neil and under him became known as "San Diego's Own." Before that the organization had been regarded as a favorite of President McKinley, and a bugler attached to the regiment while it was here was selected to blow "taps" at the funeral of the martyr President. When Colonel O'Neil, always popular in San Diego, was made a brigadier-general after the United States entered the great war, Col. Willis Uline became commander of the regiment.

Composed largely of men serving their second enlistment, and many of whom saw service in the Philippines and Hawaii, the 21st was regarded as one of the best units of the regular army. With the formation of the new army officers and men of the regiment were heavily drawn on to supply trained material for some of the new regiments in process of formation. Practically every commissioned officer of the 21st received promotion and many of them were transferred to responsible posts in other units.

More than fifty of the non-commissioned officers of the 21st were sent to the first training camp for officers and practically all of the number "made good" and were selected to wear the shoulder straps of commissioned officers.

General O'Neil's career has been an interesting one. He graduated from the military academy at West Point February 4, 1884, being appointed a second lieutenant in the 14th Infantry. He was appointed a captain September 16, 1898, a major January 31, 1907, and a lieutenant-colonel May 30, 1912. General O'Neil is a graduate

of the Army War College, class of 1915, a graduate of the Infantry and Cavalry School, class of 1887, and also a graduate of the University of Notre Dame. With the reorganization of the army for the war, he was selected to command a division.

Part of the war time work of San Diego was devoted to the building of ships, not from wood or from steel as are constructed most of those which are sent to sea, but "stone ships," built of concrete, reinforced with steel. As it happened, the building of ships at San Diego did not do much to help the nation in the war, for the great conflict was terminated too soon for that; but the building of the yard and its approaches did accomplish a great deal of lasting good.

The work was done by the Pacific Marine and Construction Company, organized by the Scofield Engineering Company of Philadelphia. The yards were built at the foot of Thirty-second Street and made an elaborate establishment in which hundreds of workers were employed for many months. Two ways were built on the land, leased free by the city to the Government. Approximately half a million yards of material were dredged out to build the plant and approach.

Two ships were built there and launched sidewise in 1920, with fitting ceremony. They were named the Cuyamaca and San Pasqual, thus putting on the ocean two distinctive names from San Diego County. Each of the ships was 420 feet long, with 54-foot beam, 27 feet draft, 75,000 tons of dead weight. The capacity of each is 58,000 barrels of oil—that being the commodity assigned for them to carry. The announced cost of each of these great tankers was about \$1,650,000. The two ships were fitted with triple expansion engines of 2,800 horsepower. The yard started out with a contract to build eight of the ships, but the early end of the war put a stop to construction work at the plant.

After the war, the city offered the site to the Government for a naval repair yard, the offer was accepted, and some preliminary work was done to prepare the place for the purpose thus designated.

CHAPTER XVIII

POLITICAL HISTORY OF THE CITY

The political history of San Diego—that is, the history of its political struggles, campaigns and elections—has not been without excitement and, on some occasions, what might be termed bitterness. But the bitterness has never been of such a quality that its influence was felt for any considerable length of time, and whatever partisan oppositions have grown up have always been quickly and happily forgotten or submerged whenever occasion arose for concerted action for the good of the city. Of the last fifteen years of the city's political life the writer is able to speak with some authority, based on fairly close personal observation and the fact that at various times in the course of his newspaper work he has received the confidence of men who were active politically; and covering a long period before that time he has the testimony of many men still more or less active in San Diego's politics.

There is another pleasing vista of the politics of San Diego. At no time in recent years at least has there been any nasty political scandal of any real consequence; at no time has there been any evidence of dirty political corruption or graft, such as has soiled the name of many an American city at one period or another. And in some of the recent years San Diego has had a "boss." He is Charles S. Hardy, who for many years has been at the head of the city's principal meat distributing business. Yet Hardy, who for a time held in his hands a real political power and to whom many went for advice and support before they decided to enter the political arena, was a "good boss," one who was in the "game" for the mere fun of the thing rather than for sordid gain and who seems at all time to have tried honestly to use his influence and marked ability for the good of the community. Hardy, too, is a man of no small ability, as those who have been acquainted to any considerable extent with his business methods will testify, and even at this day, when his political influence has waned, his opinion is often sought on matters of importance to the city's welfare and is highly valued. Charles S. Hardy was at the height of his power about fifteen years ago. The step which San Diego took soon after to wipe out the ward representation in city government and to inaugurate the non-partisan system of city elections shattered, almost overnight, possibilities of extensive "boss" rule in the city.

Hardy, for many years one of the city's most prominent business men, came to San Diego the first time in 1881 from Contra Costa County, where he was born. For a time he worked in the butcher shop of the Allison Brothers, but in 1882 opened a small shop of his own in National City. In 1883 he returned to Contra Costa County

to enter the meat business with his father at Antioch, but two years later returned to San Diego, opening a small meat shop at Fifth and Broadway, calling it the Bay City Market, a name which he has retained to this day. In 1886 he removed his meat business to Fifth and G streets, where his headquarters has been ever since. In 1887 he started a slaughter house at Old Town, that being the beginning of his present large establishment at that point. In 1900 Hardy took over the Cudahy Packing Company's accounts in San Diego. In the last few years he has established several branch meat markets and is one of the largest employers of labor in the city. His marked success in business has been due to a remarkably keen ability and a no less remarkable degree of business system. These qualities have always commanded the respect even of his political opponents.

The influence of women in political life has been felt in San Diego, it may be said, in about the same degree as it has been exerted in various other cities of California, one of the first states to extend the franchise to women. In recent years it has been a very usual occurrence for committees or delegations of women, often representing large organizations, to appear before the city's lawmakers and make themselves heard.

The voters of San Diego have favored women on several occasions for members of the city board of education, two of them—Mrs. Warren M. Crouse and Mrs. Stephen Connell—now being on that board. The first woman elected to public office in San Diego was Mrs. Cora G. Carleton, who became a member of the board in 1915. No women so far have been elected to the city council, although several have been candidates for places on that body. In the county government for the last three years one woman has held important office. In 1918, following the death of her husband, Supervisor Harry P. Greene, Mrs. Mildred L. Greene, his widow, was appointed to fill out his term, and at the next election she was returned to the place—ample evidence, it may be said, that the voters of the district which she has represented have been well satisfied with her work.

The city of San Diego has been operated under several charters, and the most recent of these have undergone extensive changes. The original charter under American Government was abolished in 1852, and for a time the city's affairs were conducted by a board of three trustees, whose numbers were increased in 1872, under a new county government act, to five. They were D. W. Briant, Jose G. Estudillo, W. J. McCormick, John M. Boyd and E. G. Haight. A new city charter was put into effect in 1876, but the provision for the number of trustees remained the same. This charter remained in effect until April, 1886, when San Diego was made a city of the sixth class. In 1887 it ranked in the fourth class, and in the following year, while the boom excitement was at its height, fifteen freeholders were selected to frame a new charter. Most of them were men whose names have become well known in San Diego, so the list is given herewith:

W. A. Begole	George B. Hensley
D. Cave	G. W. Jorres
H. T. Christian	M. A. Luce
N. H. Conklin	E. W. Morse
George M. Dannals	Philip Morse

C. M. Fenn
Douglass Gunn
Charles Hubbell

Edwin Parker
R. M. Powers

These freeholders drew up a charter which gave to San Diego its first mayor since 1852, the president of the board of trustees having held that courtesy title during all the intervening years, and also provided for a rather clumsy legislative body, the common council, consisting of a board of delegates, two selected from each ward and a board of aldermen who were elected at large. Various other city officers were provided for in this charter, the list including a city attorney, city auditor and assessor, treasurer and tax collector, city clerk, city engineer and various superintendents. Various boards, several of which are retained in the present form of city government, were also provided for in this charter. It went into effect in May, 1889, and underwent no radical change until 1906, when the unwieldy legislative body of six aldermen and eighteen delegates was replaced with a council of nine members, one from each of the city's nine wards. At this time, the forces of reform were strong in California, their battle cry under Hiram Johnson, later Governor and still later United States Senator, being for the downfall of the old Southern Pacific regime; and the new city charter felt the effect of this political movement. Into it went provisions for the initiative, referendum and recall, terms of which the average voter had little knowledge at the time but which of course, have become well known in the last few years.

In the days following 1889, until the present city charter was arranged for, elections were largely on the lines of the national political parties. San Diego, which in the early days, had been Democratic, a fact easily traceable to the settlement here of many men from the South, had been changed gradually to a Republican stronghold, such as it is regarded today.

At the election of April, 1889, however, the Democrats had no ticket, the race being between two Republicans, John R. Berry and Douglass Gunn, both prominent in San Diego's newspaper history. Gunn was the victor by about 400 votes.

Two years later the Democrats put up—those were the old days of party conventions—J. W. Hughes; the Republican candidate was Capt. Mathew Sherman. The latter was elected by a few votes.

In the campaign of 1893 there arose on the horizon the blazing political star of William H. Carlson, familiarly and with no little affection known as "Billy," who had been in San Diego only a short time, but who made as spectacular a fight for office as he waged in newspaper advertising for the cause of real estate sales, in which he was active for some time. Adolph G. Gassen, who became an extensive owner of San Diego property, was the Republican nominee, and A. E. Cochran, the Democratic. The People's party put up John Kastle and Capt. Edward Friend, a newspaper man, of whom more will be said later, joined with Carlson as independent candidates. It was a nice little five-cornered race, with lots of excitement, and amusement, to which Carlson and Friend contributed the most. Carlson made many election promises and saw many voters, and he won. What is more, he was re-elected in 1895. Captain Friend ran last, with ninety-

eight votes recorded in his favor, making him, to use in a kindly way a rather brutal phrase of those political days, the first "joke candidate" of San Diego. There have been others since. The remarkable fact about Captain Friend's candidacy was that nearly 1,100 signatures were placed by kindly disposed voters on his nomination petition. From the 1,100, after the election, he subtracted ninety-eight, and wrote a book which he named "One Thousand Liars." He used fictitious names, masquerading himself as "Capt. James Edward Bings," but everyone in San Diego knew what he meant and greatly enjoyed his literary accomplishment. In fact, the book probably made him more famous than he would have become if he had attained the mayor's chair.

In 1895 Carlson, again running as an independent, won over three candidates. One of them was W. A. Sloane, an attorney who later was the leader of Hiram Johnson's forces in San Diego County and who still later became a Superior judge in the county, only to leave that place for a high place on the state bench. He was the Republican nominee. The Democrats nominated Charles S. Hamilton, and Daniel Stone was put up by the people's party. It was a hot battle, and a surprisingly large vote was cast.

After completing his second term Carlson lapsed into comparative obscurity so far as politics is concerned. He ran again for mayor, but was defeated and he soon moved to Los Angeles, where for some time he conducted a real estate business on a large scale.

In 1897 D. C. Reed, one of San Diego's best known real estate operators and most loyal advocates, for a long time senior member of the firm of Reed and Fleet, was elected mayor on the Republican ticket. C. F. Holland, Democrat, was his chief opponent. The water development of San Diego County had got into politics at the time and figured largely in the contest. There were six candidates in all.

In the 1899 campaign Edward M. Capps, who was city engineer, came into prominence. He was and is a Democrat, but that fact was of less influence in the result than his known antagonism to some of the construction work which had been done on the Southern California Mountain Water System, which under a different name had been started by E. S. Babcock with Morena Dam as its principal storage reservoir and which after being acquired and held and extended under the ownership of the Spreckels interests, was later taken over by the city. The Southern California Mountain Water Company was being fought by the Flume Company, the first to develop for San Diego consumption a considerable water supply. D. C. Reed opposed Capps. The latter was elected by a small margin.

In 1901 Frank P. Frary, Republican, was elected over Patterson Sprigg, well known attorney and prominent Democrat, and Frank Simpson, nominee of the Socialists.

In 1903 the Republicans put up Frary again. He was opposed by James E. Wadham, Democrat, who for many years has been prominent not only for his political activities, but for his work as attorney. Frank Simpson again ran for the Socialists. Frary won by a respectable margin. The Socialists' candidate got only about 200 votes in a total of about 3,000.

In 1905 the campaign was notable for the participation in it of Capt. John L. Sehon, a retired army officer, who had come to San Diego to reside with his family and who had attained some prominence as a member of the council. Always a hard fighter, Captain Sehon gathered to his support a considerable independent strength and the support of what was becoming to be known as the Progressive Republican or Progressive forces, of whom Hiram Johnson was state leader. Danville F. Jones was endorsed and supported by the "regular" Republicans, while Sehon received Democratic endorsement. Sehon won at the election by nearly 700 votes, but there had been considerable argument over his eligibility to office because he was an army officer on the retired list. Court proceedings were started to contest his right to office, but some of Sehon's friends kept him secluded so that he was not served in this, and he stole a march on his opponents by coming to the city at night just as Mayor Frary's term was about to end and taking possession of the mayor's office. Efforts to oust him failed in the courts, the case going to the State Supreme Court.

The 1907 election for mayor was won by John Forward, Sr., who defeated Grant Conard by about 300 votes in a total of 3,100. Mr. Forward's administration was generally regarded as a good one. He gave to his work the same degree of good business sense which has marked his private business as head of the Union Title Company of San Diego.

The 1909 race was the first in which San Diego tried the primary election system, and it brought out a vote more than twice as large as that recorded two years before. Conard was again a candidate and received to a large degree the support of the Progressive wing of the Republican party. He was opposed by Forward, and also at the primary by William J. Kirkwood, to whom went a large Socialist vote. Kirkwood's total at the primary ran to about 1,200 in a total vote of about 7,800; he was third in the race and was eliminated. At the final election in May Conard won over Forward by about 350 votes in a total of about 6,750. It was generally supposed that a large part of the vote which was cast at the primary for Kirkwood was swung to Conard at the final election. Kirkwood was made city building inspector by the incoming administration.

The 1911 primary found Conard a candidate for re-election, his principal opponent being James E. Wadham, well known attorney. Wadham had a large lead at the primary, but at the final election beat Conard by only about 500 votes.

The 1913 race brought out by far the largest vote ever cast up to that time in a San Diego mayoralty contest, the total at the primary running to roughly 14,600, while at the final election the total vote cast for mayor was more than 15,000. George W. Marston, pioneer merchant and prominent citizen for many years, was induced by his friends to be a candidate. Against him at the primary were arrayed Charles F. O'Neill, who had become active in San Diego's real estate field, and Jacob Beckel, to whom went a large vote which was classed as a labor vote. O'Neill led at the primary over Marston by about 2,000 votes, Beckel polling about 3,000. The final contest, however, was very close, considering the size of the total vote. O'Neill won by about 700.

232 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

The 1915 primary again brought out a large vote, the total being about 15,500. The three principal candidates were John S. Akerman, former president of the Chamber of Commerce and head of the Pacific Wood and Coal Company; Edwin M. Capps, who had been harbor engineer, and Charles F. O'Neill. Akerman led at the primary, Capps coming next and O'Neill third. At the final election, when the total vote mounted to 19,000, Capps defeated Akerman by 2,300.

The 1917 primary saw George W. Marston again entered for the mayoralty. Opposed to him were Louis J. Wilde, banker and capitalist, and Charles H. Bartholomew, former postmaster of San Diego. Wilde led at both primary and final elections.

A longer list of candidates was before the voters of the city at the 1919 primary, these being in the race: Louis J. Wilde, candidate for re-election; A. P. Johnson, head of the Southern Title Guaranty Company and prominent in the Chamber of Commerce; Herbert R. Fay, former councilman and active in the National Guard affairs; Grant Conard, former mayor; John A. Gillons, well known merchant, and I. I. Irwin, head of the Citizens' Savings Bank. Wilde and Johnson qualified for the final ballot, at which Wilde won re-election by 2,000 votes.

Mayor Wilde in his second term was instrumental in forming the Community Oil Company, a co-operative organization whose purpose was to prospect for oil in and near San Diego, the hope of its many financial supporters being that indications of oil in San Diego county would be borne out by actual drilling. None was found. Those who went into the project were warned in advance that it was a simple "gamble," or, as Mayor Wilde picturesquely advertised it, a pure "jazz-cat." Several companies were organized and well financed here at about the same time for a similar purpose and did a good deal of work drilling for oil in the county, but when this was written, had failed to find oil in paying quantities. Some time before the end of this term Mayor Wilde announced that he would not be a candidate for re-election, declaring that the mayoralty was a thankless job.

Former Mayor Wadham entered the mayoralty race in the spring of 1921, his principal opponent being John L. Bacon, former councilman, and Frank H. Heskett, attorney. Wadham had a lead of nearly 300 at the primary over Bacon, Heskett being third, but at the final election Bacon won by 82 votes. Wadham was supported actively in the final contest by Heskett. In view of the closeness of the final race, Wadham was induced to take the matter before the superior court for an official recount, but this changed only a few votes, and Bacon took the mayor's chair.

The city since 1915 has been under a modified form of the city manager plan. It has a common council of five members, over whom the mayor sits as presiding officer, but without vote. The manager of operation, as he is formally named, has supervision of these bureaus: sewer, water, harbor, public buildings, streets, trees, building, electricity, gas, city farm and purchasing.

The mayor, with the approval of the council, appoints the city auditor, chief of police, and members of the following boards: library, three members; park, three members; health, five members; cemetery, three members; playground, five members; civil service, three mem-

bers. The council appoints the city clerk, city attorney, manager of operation, and chief of the fire department.

The city treasurer and the board of education of five members, are elected by the people. All bond issues must be approved by vote of the people, and all ordinances are subject to referendum. The people may also initiate legislation, and may recall any elected official and also the manager of operation.

In the political life of San Diego, as might be expected, there have been a number of amusing incidents. From one of them comes the explanation of the manner in which Thomas J. Hayes, well known citizen, became known as "Judge" Hayes. He literally found the title. Judge Hayes came here at the start of the "boom," and at its end, he, with many a citizen who remained, was somewhat eager to assure for himself a place which would help him make a living. He happened to read in the state constitution that any city with more than 10,000 population was entitled to a city justice. Here was San Diego with the requisite population, but no city justice; the matter had been overlooked in the mad "boom" scramble to buy and sell real estate. Judge Hayes was thinking it over seriously one day, at Fifth and E streets, when he met W. A. Sloane, now high on the state bench of California, then a plain attorney of San Diego. Sloane wanted to be elected township justice. He wanted and asked Hayes' help.

"All right," said Hayes. "I'll do what I can for you if you'll help me to get the nomination for city justice."

"What's that?" asked Sloane.

Hayes explained. Sloane was surprised, but promised his aid, also secrecy.

The convention came. W. W. Bowers, then a power in local politics, was the "big gun," as Hayes put it, of the affair. He was chairman. Sloane was duly nominated—and later elected—for township justice. It had been arranged that Bowers at the proper time should call for nominations for city justice. He made the call. Everybody except the few who were in the secret, looked surprised. Before the surprise wore off, someone had named Hayes for the place, and the nominations were closed. Hayes was elected and held the place for several terms. He had trouble in acting at first because Mayor Douglass Gunn and City Attorney Harry L. Titus expressed the opinion that the election might not have been regular, and they refused to furnish an office for the new justice. At last, however, Titus said he would write to John D. Works, his former law partner, who later became United States Senator from California, for an opinion. Works upheld Hayes, and Hayes took the job without further opposition. His first office was established on Third Street near E, over the old fire engine house. The new judge began by slapping substantial fines on disorderly characters and soon won the hearty support of the mayor and city attorney. Thereafter he was always "Judge" Hayes. Hale and hearty at the age of seventy-one, he still takes an active interest in politics and in other affairs. He is the father of California's state-wide "newspaper day," on which loyal citizens of the state are urged to send to eastern relatives and friends newspapers telling about the advantages of the Golden State.

CHAPTER XIX

WATER DEVELOPMENT

As Smythe has aptly said in his history of San Diego, the residents of the city, from almost the earliest days, have had to meet a considerable problem in acquiring and maintaining an adequate water supply. This is a condition common to most parts of Southern California and is not easily understood by the newcomer, usually from some eastern section where there is a heavy and widely spread annual rainfall. In Southern California the bulk of the rainfall is in the mountainous parts of the country. The rainfall in the mountains of San Diego County, for instance, is two or three times what it is in the city and along the coast line of the county. To a small community on the coast this makes little difference, for pumping from wells in or near sandy river beds will usually provide a sufficient domestic and even a comparatively small irrigation supply of water year after year. When the city becomes of appreciable size, its people must go to the mountain water sources, saving from the vast water sheds of those areas enough water in the winter season to last through the summer. In addition, as there are comparatively dry periods, sometimes several years long, a reserve supply must be stored up in reservoirs. Such conditions as these San Diego has met with success so far.

The city now has a superb water system, not yet fully developed by any means, and several systems which are privately owned have been developed, some almost fully and others but little. Far-seeing men, however, have expressed the opinion that before long San Diego will have developed all water available in the county and will be forced to follow the example of Los Angeles in going far afield to supplement the supply near at hand. Also the opinion has been expressed that San Diego will be just as large a city as it has water to supply. Thus it may be seen that the question of water supply is one of prime importance to San Diego, city and county.

In early days the wells and the old-fashioned windmills so common in rural sections sufficed for the needs of the city. Shallow wells were made in the bed of the San Diego River. Other wells were dug or drilled in the city. A supply was thus obtained from a spot near the present court house, the water being peddled about the city in wagons. One well was sunk near the old Horton house. "Father" Horton had a well and a windmill for his garden near what is now Third and B streets. Others were completed farther downtown. They did not produce water enough, however, for very many residents, and as the town began to grow, the need of a large supply became evident if not acute. To meet this demand the city's first water com-

pany, the San Diego Water Company, was formed in 1872 and incorporated early the next year. To get a supply it sank artesian wells in Pound Canyon, near the southern end of the park and ran pipe to the downtown section—all there was of San Diego at the time. "Seemingly inexhaustible," said a newspaper writer of the day. Yet by 1875 the supply was shown to be too small, and the company went to the San Diego riverbed to pump, selecting a spot near University Heights. Later a pumping plant and reservoir were built at Old Town.

THE FLUME COMPANY.

It was not until 1885 that steps were taken to bring a supply of water from the mountains, and those who thought out this plan and supported it were ultimately associated in what became the San Diego Flume Company. Prominent among them was Theodore S.



CUYAMACA LAKE, PART OF CUYAMACA WATER SYSTEM

Van Dyke, the rancher-writer. Associated with him in the enterprise were William S. Robinson, George D. Copeland, Bryant Howard, L. F. Doolittle, A. W. Hawley, J. W. Sefton, R. A. Thomas, S. S. Sowers and William H. Sowers. The work which they accomplished showed the possibilities of such a plan not only for domestic supply but for irrigation purposes. The formal organization of the company was in May, 1886. The records of the company show that the original cost was \$1,280,000, of which \$800,000 were bonds, financed by English bondholders; the balance was raised by sale of stock and by assessment. Water rights were sold at from \$200 to \$800 an inch, with an annual charge of \$60 an inch, or at the rate of about one and a quarter cents for a thousand gallons. All might have gone well, but a dry period came, lasting, roughly speaking, from 1895 to 1905—a period in which little rain fell even in the mountains of the county. As the Flume Company's reservoir, Cuyamaca Lake, has only a small watershed, little water was stored, the reservoir dried up, and the company had recourse to pumping. E. S. Babcock, who had come

to San Diego in 1884, and who later was associated with John D. Spreckels in several San Diego enterprises, was interested for a time in the Flume Company, but left it to carry on the affairs of the Otay Water Company, which was incorporated March 15, 1886. In 1895 he sold a half interest in that company to the Spreckels interests and the Otay Company's name was changed to the Southern California Mountain Water Company. That company built the Morena and Otay dams, the nucleus of the present city system.

Space does not permit a detailed account of the manner on which the city began to take a domestic supply from the Southern California Mountain Water Company or of the way in which this question became one largely of politics. Suffice it to say that the question came up for decision in 1905 and that the city then decided to obtain its supply from the Spreckels system. On August 13, 1906, the city entered into a contract with the Southern California Mountain Water Company for a water supply sufficient to meet the needs of San Diego up to 7,776,000 gallons a day. A very low rate was set on the water, enabling the city to supply it to consumers at the rate of eight cents for each 100 cubic feet.

Meanwhile the city had been growing steadily, and before long, the demand for domestic supply of water exceeded the maximum allowed under the contract. This called for further development of the system, and the upshot of the matter was that the company agreed to sell to the community for \$4,000,000. The voters of San Diego endorsed this plan on August 15, 1912, by a vote of about five to one, and the city thus obtained a municipally owned system extending "from mountain to meter."

Meanwhile the English bondholders who had financed the Flume Company took over the system, and it was operated for several years under the management of M. C. Healion, but at a loss.

On June 1, 1910, James A. Murray and Ed Fletcher bought the entire Flume Company property for \$150,000 and immediately began reconstruction of the system. They increased the height of the Cuyamaca dam by about two feet, enlarged the spillway, raised the concrete diverting dam on the San Diego River, twenty-two miles above Lakeside, repaired the flume line, built several large siphons by which about six miles of wooden flume were eliminated and re-lined the flume with a composition which added much to its usefulness and age. The name of the system was changed to the Cuyamaca Water Company.

The Cuyamaca company later took over the entire distributing system in Normal Heights and Kensington Park, and is now furnishing about 11,000 people with water in La Mesa, Spring Valley, Lemon Grove, East San Diego, Normal Heights and Kensington Park. The Cuyamaca company built Murray dam, a concrete structure 117 feet in height, and 900 feet in length, just below the old La Mesa dam, thereby materially increasing the storage of water.

In 1914 William G. Henshaw bought a small interest in the Cuyamaca system and retains it still. Murray died on May 11, 1921, at Monterey. He owned large tracts of land in the county and had amassed a large fortune.

THE CITY SYSTEM

The Lower Otay dam of the city system was carried out in the terrific flood which visited San Diego in January, 1916. The storm covered a three-day period, January 26, 27 and 28, the dam going out on January 27, the waters rushing down the Otay Valley in a flood of disastrous proportions and sweeping the heavy steel core of the dam and other parts of the structure a long distance from the dam site.

Although the people of San Diego realized that the Lower Otay reservoir was an important part of the water system, the work of replacing the dam was not done for some time. A bond election to



VIEW OF LOWER OTAY DAM

One of the principal units of the water system of the City of San Diego.

provide funds for that purpose was called for November 17, 1916, but the bonds failed to carry, although a majority of the votes on that question were in favor of the proposition; the measure was lost almost by a technicality, the item not receiving two-thirds of the votes cast on another item appearing on the same ballot. Another bond election was called as soon as it was legally possible, and, held on February 21, 1917, it resulted favorably for the rebuilding plan. The city entered into a contract with James Kennedy for the rebuilding on October 3, 1917, but the city's hydraulic engineer, H. N. Savage, canceled the contract August 30, 1918, and the city completed the work by day labor under the supervision of Engineer Savage. The new structure was formally declared complete on September 20, 1919. The estimated cost of the new dam was \$620,000; the actual cost was given by Engineer Savage as \$733,157.

Late in 1919 work of building a dam at Barrett, a few miles from Morena dam, was launched officially, a bond issue of \$1,000,000 being approved by the voters on November 25 of that year. Some preliminary work was done in the fall of that year under Engineer Savage's direction. This work was continued throughout 1920 and up to the time this was written, in the summer of 1921, when the dam was reported as about two-thirds done. An additional bond issue of \$500,000 was approved by the voters of San Diego on April 5, 1921, to complete the work at Barrett. Increased costs of labor and materials, a condition brought about by the war, entered into this problem, of course.

In 1919 the city also began exploration work at El Capitan site on the San Diego River to determine the feasibility of placing a dam there. Drilling machinery for this task was removed to El Capitan site from Barrett dam. Actual sinking of exploration holes began September 26, 1919.

As this was written the chapter of the city's water development on the San Diego River system was not by any means complete.

The first step taken by the City of San Diego to acquire a hold on the San Diego River, toward actual development, or at least that part of the river above the sands of Mission Valley, was on June 9, 1915, when the city bought from W. B. Hamilton his filings on the San Diego River at the El Capitan dam site, several miles below the fork caused by the confluence of the river and Boulder Creek. The city then made application to the Department of the Interior for an easement to flood the Indian reservation lands near the dam site. That step was taken July 26, 1915. Hamilton had applied for an easement in February, 1912; a number of objections were filed against his plan, but on April 29, 1915, the Department of the Interior had upheld the general land office in affirming Hamilton's rights. After the city had taken its action the late James A. Murray, Ed Fletcher and William G. Henshaw filed a protest in behalf of the San Diego Flume Company against the city's application. Hearings on that protest were started December 20, 1915, and at this hearing there were represented the Indian office, the general land office, the forest service and the Department of Agriculture. Also represented were ranchers of La Mesa, Lemon Grove and Spring Valley, as the San Diego River Water Association; Murray, Fletcher and Henshaw of course had representatives there.

On March 30, 1916, the register and receiver of the department recommended that the city's rights be confirmed. Murray, Fletcher and Henshaw thereupon appealed to the Secretary of the Interior. Before the secretary had rendered an opinion, the city asked Congress to pass a bill granting to the city the rights it sought in order to build a dam at El Capitan. While the matter was before Congress the secretary upheld the recommendation made by the register and receiver. He made no mention in his statement about protection of riparian rights held by those below the dam site—which has led some city authorities to assert that he evidently did not consider those rights of great importance as compared with the city's attempt to obtain a larger domestic water supply.

The bill requested by the city was prepared and introduced by Congressman William Kettner. It was referred to the Commissioner of Indian Affairs, a committee of the House and to the Secretary of the Interior, and Cato Sells, Commissioner of Indian Affairs, made a trip here at the time to look over the situation. Also, several members of Congress came here for the same purpose. On their return all recommended passage of the bill, but when it came before the House a representative from Michigan said he thought the riparian rights of private owners had not been sufficiently protected, and an amendment was added by which the city was compelled to protect those rights. Both house and senate thereupon voted for the measure.

The bill required the city to vote bonds and start actual construction within two years from the time that the Secretary of the Interior should formally approve steps taken by the city to condemn the Indian reservation lands. Condemnation proceedings were approved in the Superior Court of San Diego County, the city being obligated to pay \$75,000; but, up to the time this was written, the formal approval had not been announced by the Secretary of the Interior.

Meanwhile the city authorities have given some consideration to a plan to build a comparatively small dam in the Mission Gorge, a short distance above the dam built by the Franciscan Fathers early in the nineteenth century.

The various reservoirs of the city system and their capacity are:

University Heights, 20,000,000 gallons.

Chollas Heights, 90,000,000 gallons.

Upper Otay, 1,000,000,000 gallons.

Lower Otay, 19,000,000,000 gallons.

Barrett, 14,333,000,000 gallons.

Morena, 13,000,000,000 gallons.

SWEETWATER RESERVOIR.

The great Sweetwater dam, six miles in a direct line from the National City postoffice, was finished in March, 1888, the completion of the structure and the turning of water into the mains being celebrated at National City on April 19 of that year, with more than 3,000 persons taking part in the festivities. The source of the supply stored in the reservoir is in the headwaters of the Sweetwater River, whose bed passes nearly through the centre of a large body of fertile lands which became the property of the San Diego Land & Town Company, originally a kind of first cousin of the Santa Fe Railroad. It was to bring water on these lands, comprising the larger part of the Rancho de la Nacion and to supply water for domestic use in National City and Chula Vista that the dam was built.

Construction of the dam was started in November, 1886, the first plans calling for a structure only 50 feet high. The dam, however, was built to a height of 90 feet from bedrock to the top of the storage section, 20 feet being below the outlet, giving a storage height of 70 feet. The length of the dam on top was 496 feet and at the bottom 76 feet. The thickness ranging from 46 feet at the base to 12 feet at the top. About 20,000 cubic yards of masonry was used. The original structure flooded 695 acres. In 1895 the parapet wall was raised five

240 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

feet and strengthened to make it a storage section and the waste ways were enlarged. Another addition of 15 feet was built in 1910 and 1911, bringing the storage height up to 90 feet. The original capacity of the reservoir was 5,559,899,000 gallons. The first addition, in 1895, added 1,247,860,000 gallons to the capacity, and the second, in 1911, added 4,738,535,000 gallons, making a total of about 11,500,000,000 gallons. The flood of 1916 brought about 4,900 acre feet of silt into the reservoir, reducing its capacity to about 31,000 acre feet or 10,042,000,000 gallons. The original cost of the dam was \$234,074 and that of the original distributing system was about \$502,000. James D. Schuyler was engineer in charge and responsible for the design of the dam and its execution.



GREAT SWEETWATER DAM, NEAR NATIONAL CITY
Showing water running over spillway. (Photograph by Herbert R. Fitch.)

From 1898 to 1904 water was pumped continuously as a result of the long dry period which came to San Diego County. Orchards and vegetation suffered greatly in that dry "spell."

The Sweetwater system now contains 85 miles of pipe.

Col. William Dickinson of Kansas City was appointed general manager of the San Diego Land & Town Company. He died in 1891, and in 1892 John E. Boal, who had been his chief clerk and who is his son-in-law, succeeded him. In 1901 the Sweetwater Water Corporation was incorporated, and Boal was continued in its management, recently with the title of president.

THE VOLCAN SYSTEM

The Volcan water system includes the Warner's, Pamo and Sutherland damsites and reservoir sites, being the headwaters of the Santa Ysabel and the San Luis Rey rivers.

Messrs. U. S. Grant and George Puterbaugh attempted at one time to sell water to the city from Warner's dam, which they proposed to build, and a definite offer was made to the city to furnish 1,000 inches of water for a million dollars, delivered to the city. Owing to the opposition of E. S. Babcock and the Southern California Mountain Water Company, this project was abandoned.

In May, 1905, H. E. Huntington, through his corporation, the Pacific Light & Power Company, determined to build Warner's dam, develop 5,000 or 6,000 horsepower of electricity and turn the water back into the San Luis Rey River, the power to be used for the Pacific Electric Railway, Los Angeles to San Diego. His associate in this enterprise was W. G. Kerckhoff, president of the Pacific Light & Power Company. Harriman purchased control of the stock of the Pacific Electric, and blocked Huntington's dream of an extension of the electric railroad to San Diego. The interests which Huntington and Kerckhoff had acquired Col. Ed Fletcher sold to William G. Henshaw in 1910.

Next the Warner's ranch was purchased, and Fletcher, associated with Henshaw in this enterprise, acquired for the Volcan Water Company practically all the riparian rights on the San Luis Rey River, from Warner's dam to the ocean, by outright purchase.

Later the Sutherland damsite on the Santa Ysabel River was purchased and about 1914 all the bonds of the old Linda Vista Irrigation District were purchased by the Henshaw-Fletcher interests, and the district dissolved. The assets of the district were acquired by Henshaw and Fletcher. They included the Pamo damsite and reservoir site on the Santa Ysabel River.

In acquiring this damsite, reservoir sites and riparian rights, many thousands of acres of land had to be purchased, and at the present time it is reported that between \$3,000,000 and \$4,000,000 is invested in the entire project.

Although no dams have been built, complete records of rainfall and stream measurements have been taken on both rivers. The United States Reclamation Service investigated this project with the idea of government acquisition and construction.

A concrete cut-off wall has been built at Warner's dam. An outlet tunnel 1,100 feet in length is built and concreted, including concrete cut-off gates, several miles of conduit have been built, and a large amount of exploration work has been done, both at Pamo and Sutherland, but no dams have been built at either of those sites up to the present time.

The Sutherland dam is only 15½ miles from the diverting dam of the Cuyamaca Water Company on the San Diego River, and at the present time there are indications that the Sutherland development may be made in connection with the Cuyamaca system.

SAN DIEGUITO MUTUAL WATER COMPANY.

Colonel Fletcher conceived the idea of building the Lake Hodges dam, and putting the water on the 8,500 acres of land owned by the Santa Fe. Colonel Fletcher also formed a syndicate and bought several thousand acres of the coast lands between Del Mar and Encinitas. He interested in the Lake Hodges project William G.

Henshaw and the Santa Fe Railroad, the Santa Fe Railroad owning a two-thirds interest, and Henshaw and Fletcher one-third.

The San Dieguito Mutual Water Company property consists of the Lake Hodges dam on the San Dieguito River, the San Elijo dam on the Escondido River, and the San Dieguito dam and distributing reservoir. Only Lake Hodges and San Dieguito dams have been built up to the present time. The San Dieguito Mutual Water Company has also built the pipe line to the ocean, and has acquired the San Elijo dams site, reservoir site and riparian rights. The State Water Commission has given the San Dieguito Mutual Water Company an extension of time until 1924 to complete the San Elijo dam.

Everything is in concrete, including the pipe lines. The Lake



LAKE HODGES DAM FROM BELOW
Height 156 feet from bedrock; 750 feet in length.

Hodges dam is 157 feet high from bedrock—a multiple arch reinforced concrete dam. The length is 750 feet. It holds approximately thirteen billion gallons of water, and at a slight expense the dam can be raised fifteen feet and will hold twenty-two billion gallons.

There is sufficient water supply impounded by the San Dieguito system to irrigate approximately 20,000 acres.

The dam was completed in 1919. Lake Hodges is now 8.6 miles in length, and one of the most scenic lakes in the country.

Messrs. Fletcher and Henshaw made a contract both with the water company and with the City of San Diego, whereby for ten years the City of San Diego acquires two million gallons of water daily, delivered at the city limits of Del Mar. This water is being used in La Jolla, Pacific Beach and Ocean Beach.

About 8,000 acres have already been cleared of brush near Del Mar and are being put to water from Lake Hodges dam. It has

been demonstrated that this land is practically frostless, and the greatest success of the farmer is in raising winter vegetables—peas, beans, tomatoes, chilli peppers, etc., winter crops that are harvested in January and February and are shipped to New York, Chicago and other eastern points.

Officers and directors of the San Dieguito Mutual Water Company are: Ed Fletcher, president; E. O. Faulkner, secretary and treasurer; W. E. Hodges, William G. Henshaw, A. J. Olmsted.

CHAPTER XX

THE CITY'S CHURCHES.

The first Catholic church in San Diego—that is, at Old Town—is still standing, although no longer used as a church. It was the Church of the Immaculate Conception, organized January 10, 1850. When the Old Mission was abandoned in 1846, Fr. Vicente Pascual Oliva was in charge, and he remained until 1847, although only a few remained to worship there. Fr. Juan Holbein followed him and remained until 1850, when Don Jose Antonio Aguirre gave his house in Old Town as a place of worship. The house was remodeled and the Church of the Immaculate Conception organized. The original building was of adobes, but these were protected with weather boards in later years. The building is now used as a kindergarten. Father Holbein was in charge of the church until 1855, being succeeded by Father Meinrich, who was followed in 1857 by Fr. Jaime Vila. Other priests in turn to the time of Father Ubach were Frs. Juan Moliner, Angel Molino, Vicente Llover and Miguel Duran. Father Ubach came in 1866. On the hundredth anniversary of the founding of the Mission, Father Ubach laid the foundation of a new church at Old Town, but when the rush to the new town began the church was left unfinished and it was not completed until 1916, under Fr. Joseph Mesny. Father Mesny was exiled from France, where he was ordained in 1890. He came to the Old Town church in July, 1906, and also was assigned to be chaplain of the Old Mission, where at that time a school for Indians was being conducted by the Sisters of St. Joseph. Father Mesny remained at the Old Mission for eight years. Due to his efforts the Church of Our Lady Star of the Sea at La Jolla was opened in 1908, and the Church of St. Agnes at Roseville in the same year. In 1912 Father Mesny opened the Sacred Heart Church at Ocean Beach. In 1916 the fine new Church of the Immaculate Conception at Old Town was opened.

The beloved Fr. Antonio D. Ubach had been in Old Town, in charge of the Catholic congregation there for about six years when a disastrous fire, on April 20, 1872, destroyed many of the principal buildings and turned the scale in favor of the newer community started by A. E. Horton. Many of the congregation removed to New Town, as it was called, and in 1875 Father Ubach had a frame church building erected at Fourth and Beech streets. There on January 31 of that year St. Joseph's Church was dedicated. As the result of Father Ubach's labors, a fine brick church, the present structure, was erected in 1894, and that is regarded as a monument to the revered priest, "the last of the padres." Father Ubach died March 27, 1907, after an illness of several months. He was succeeded by

the Rev. Bernard Smyth, who died in February, 1912. On March 29, of that year the Rev. Joseph Nunan was appointed rector of the parish and served until July, 1914. The next pastor was the Rev. E. A. Heffernan, who had been rector of the parish of Our Lady of Angels. He remained until his death, in January, 1919. In March, 1919, the Very Rev. John J. Brady, dean of the Catholic parishes of the district, was appointed pastor of St. Joseph's and still holds the place. Father Brady had served for four years as an assistant to Father Ubach.

Father Ubach, who became widely known partly because he was regarded as the "Father Gaspara" of Helen Hunt Jackson's book, "Ramona," was a native of Catalonia, Spain. He was educated for a missionary priest at Cape Girardeau, Missouri, and traveled many thousand miles as a missionary among the Indians of the early days. He came to San Diego in 1866 and remained here until his death. His passing broke one of the last links connecting the present day with life of the older San Diego, and his funeral was one of the most impressive and most largely attended ever held in the city. Bishop Conaty conducted the elaborate ceremonies and pronounced the eulogy. A perfect mass of floral tributes was laid to his memory, but none of these offerings attracted more attention than did the wild flowers sent by the Indians of the mountains.

St. Joseph's parochial hall was built in Father Nunan's time. A parochial school was started by the church in 1920.

The present assistants at St. Joseph's are the Rev. Paul Dillon and the Rev. Daniel Hurley.

The second Catholic parish in the new city is Our Lady of Angels. In August, 1905, Bishop Conaty sent the Rev. William F. Quinlan to San Diego to establish this parish, and the district east of Sixteenth Street and south of Upas was set aside as its field. The first services were held in the old armory hall on National Avenue between 28th and 29th streets on the second Sunday in October. Steps were soon taken to build a church, a lot at 24th and G streets was bought, and the cornerstone of the edifice was laid July 28, 1906, the Right Rev. Bishop Conaty officiating. Although the church was not finished at the time, mass was celebrated in it on Christmas Day of that year. The church was dedicated December 8, 1907, of the following year. On the same date the western boundary of the parish was changed from 16th Street to 12th Street. Father Quinlan was promoted in October, 1909, to the pastorate of St. Andrew's in Pasadena and was succeeded November 1, 1909, at Our Lady of Angels by the Rev. Eugene A. Heffernan. Rapid growth of the parish continued in his pastorate, and a parochial school was built in 1912, being opened in the fall of that year by the Sisters of St. Joseph. When Father Heffernan went to St. Joseph's in 1914, he was followed at Our Lady of Angels by the Rev. James A. O'Callaghan. He was promoted to St. Patrick's in Los Angeles on December 31, 1918, and was followed here by the Rev. P. J. McGrath, who remained until November, 1921, being followed by the Rev. William E. Corr, who had been diocesan director of the Bureau of Catholic Charges, Los Angeles. Father McGrath became the Very Rev. P. J. McGrath, V. F., dean of Fresno.

Under Father McGrath's pastorate much was done to decrease the church debt and to build up the various activities of the parish. The present assistant at the church is the Rev. Michael Sullivan.

The parish of St. Vincent's embracing, roughly speaking, what is known as the Mission Hills section, was established in 1913. Of this church the Rev. James H. MacRoberts, C. M., was the first rector. Property at Hawk Street and Fort Stockton Drive was bought, and mass was offered in a temporary church seven months after Father MacRoberts' appointment. Father MacRoberts was promoted in July, 1915, to the pastorate of St. Vincent's Church in Los Angeles, and he was followed at the Mission Hills church by the Rev. Fr. Leo Sweeney, also a Vincentian. Father Sweeney was called to assist in the parish of St. Vincent's in Kansas City, Mo., and was succeeded here February 7, 1920, by the Rev. Fr. William P. Ponet, the incumbent. St. Vincent's parish boasts the honor of having the first Catholic troop of the Boy Scouts of America in San Diego.

St. John's Church, Normal Heights, was built in 1913 under the pastorate of the Rev. L. P. Golden for the parish which has been organized in that fast growing section by the Rev. Peter McNellis. Father Golden's health compelled him to retire in 1918, when the present rector, the Rev. T. F. King, was appointed to take charge of the parish.

For Spanish-speaking residents the Rev. Father McGrath of Our Lady of Angels erected a little frame church, Nuestra Senora de Guadalupe, in Logan Heights in 1919. For about two years this church has been attended as a mission of Our Lady of Angels parish, an effort being made to obtain the services of a Spanish-speaking priest when possible. In June, 1921, Bishop Conaty appointed the Rev. Juan Coma as Cura-Parroco. Father Coma is a native of Spain who came to this country in 1901 and completed his studies at New Orleans. He was sent to California in 1920 after long service in the diocese of Corpus Christi, Texas.

The parish of Our Lady of the Sacred Heart, East San Diego, was established in August, 1911. The Rev. P. F. McLaughlin was the first rector. He was succeeded in 1918 by the Rev. M. J. Conneally, who served until 1920, being relieved by the Rev. M. McCormack, who in turn was followed by the Rev. James F. Mitchell, who served until May 15, 1921, when the present pastor, the Rev. W. J. Clancy, was appointed.

The Church of Our Lady Star of the Sea at La Jolla, was dedicated on June 10, 1910. The church was built under the guidance of the Rev. Joseph Mesny, then in charge of the old San Diego Mission. First mass at La Jolla was celebrated some time before that by the Rev. Joseph O'Keefe, O. F., in the summer cottage of the late J. B. Mannix.

In November, 1921, the bishop of the diocese directed that a new parish be established in San Diego. It is to be known as St. Patrick's, and the Rev. Father Ashe has been appointed to take charge of it.

EPISCOPAL.

To the Episcopalians belongs the distinction of being the first Protestant denomination to hold services in San Diego. On December 31, 1850, the Rev. John Reynolds, of the Protestant Episcopal Church, was appointed army chaplain for the troops stationed at the Mission Post. He conducted his first service at Old Town on July 10, 1853, following an announcement in the Herald that "hereafter the Rev. Dr. John Reynolds * * * chaplain of the United States Army, will conduct divine services at the court house, and for the first time we have Protestant church services in our town of San Diego."

Doctor Reynolds, who had been rector of the Episcopal church at Stockton before coming to San Diego, removed to the Atlantic States about August 31, 1854, and thereafter no regular Protestant church services were held at Old Town until after Horton came.

Following his arrival in October, 1868, the Rev. Sidney Wilbur proceeded to arrange for services at new San Diego. On November 8, 1868, he held his first service in the old government barracks, playing a borrowed melodeon as well as preaching. Interest in his services increased, and early in 1869, he organized a parish; and in May a church building was erected on two lots donated by Mr. Horton, on the northeast corner of Sixth and C streets. Money for the building was donated by the Episcopalians of San Francisco. This was the first church building of any kind in new San Diego. The building was of two stories and Mr. Wilbur and family made their home on the second floor. The building was used until about November, 1869, when it was removed and a building, known as Trinity Hall, was erected on the same spot. This building was removed, in April, 1871, to the southeast corner of Fourth and C streets, on lots which are now covered by the Brewster hotel, and which Mr. Horton conveyed to the society in exchange for the lots on Sixth and C streets.

The two parish lots on the Brewster hotel site were sold in August, 1886, and two lots on the southeast corner of Eighth and C streets purchased. The church and rectory were built in 1887 and the first service held on Easter of that year. The name of the organization formed at the first parish meeting, held November 26, 1869, was the Parish of the Holy Trinity. The first vestrymen were Rev. Sidney Wilbur, Daniel Cleveland, E. D. Switzer, Oliver T. Ladue, J. S. Buck, C. P. Rudd, K. J. Ware, G. E. Nottage, Daniel Stewart and John T. Hawley.

New articles of incorporation were adopted and filed on January 22, 1887, and the name of the parish changed to St. Paul's.

Rev. Dr. Kellogg, of Cleveland, Ohio, who succeeded Rev. Wilbur, resigned on December 1, 1870. Daniel Cleveland was licensed to act as lay reader, upon request of the vestry in January, 1871, and acted frequently in that capacity, serving as senior warden for thirty years.

Rev. J. F. Bowles became rector in February, 1872, and remained a few months. In October of that year Rev. Hobart Chetwood came. He remained until May, 1881. The lay reader then served until July 25, 1882, when Rev. Henry B. Restarick took charge of the parish. There were about twenty communicants then, but when he

left twenty years later, there were more than 400. Through his labors a fine new parish church and rectory were built and four other church buildings—two in San Diego, one with a rectory at National City, and one at Bostonia—were erected. He was ordained to the priesthood in Iowa in June, 1882, and until his election and consecration as Bishop of Honolulu, in 1902, he had only one parish—St. Paul's, San Diego. He was consecrated bishop in his own parish church, July 2, 1902.

Rev. Charles L. Barnes was chosen to succeed Mr. Restarick, and is still rector.

St. James's Mission on Logan Heights was founded in 1888 by Bishop Restarick. In 1891, two lots were purchased at Twenty-sixth Street and Kearney Avenue, and a church building erected. This later became an independent church. The rectors, since 1889, have been: Messrs. Sanderson, S. H. Iderton, James R. De Wolfe Cowie, F. W. Chase, A. L. Mitchell, F. A. Zimmerman, Alfred R. Taylor, and Alfred Kinsley Glover.

All Saints, at Sixth Street and Pennsylvania Avenue, is another of Bishop Restarick's foundations. Rectors of this church have been the Revs. J. A. M. Richey, Joseph McConnell, Richard A. Bolt and C. T. Murphy, the incumbent.

St. James by the Sea, on Prospect Street, La Jolla, started with a small congregation, with Daniel Cleveland as lay reader. The Rev. William Bedford Jones is now its rector.

METHODIST EPISCOPAL

The Methodists were a close second to the Episcopalians in organizing a congregation at Horton's Addition. The Rev. G. W. B. McDonald was the first Methodist minister to hold services. He arrived January 12, 1869. Prior to that H. H. Dougherty, who came to San Diego October 10, 1868, held meetings at the homes of members. The Rev. I. H. Cox followed and remained until October, 1869, when he was relieved by the Rev. D. A. Dryden, who was the first regularly appointed minister to take charge of the congregation. In January, 1870, formal organization was made and a church building, located on the northeast corner of Fourth and D streets, was dedicated. Mr. Horton donated the lots. Later a new brick building was erected on this same site, the wooden structure being removed to 646 India Street. It was used as a barracks for the volunteers during the Spanish-American war.

The dedication of the original church building took place on February 13, 1870. The Rev. M. C. Briggs, of Santa Clara, preached the sermon. The first board of trustees consisted of: A. E. Horton, C. B. Richards, R. D. Case, N. W. Hensley, J. W. Gale, G. W. B. McDonald, J. M. Young, W. F. Pettit and E. Aylesworth.

The new brick building of three stories, erected in 1887, was used jointly by the church and as a business block, the rear of the second and third stories containing the auditorium and the balance of the building being rented for business offices. This church was dedicated on February 26, 1888. The Rev. R. S. Cantine, of Los Angeles, preached the sermon. The congregation outgrew these quarters and

in 1905 the building was sold and plans drawn up for the fine new church building at the northwest corner of Ninth and C streets. John W. Hamilton, of Mexico, delivered the principal address. The cornerstone of the new church was laid July 1, 1906.

Among the pastors who have served are the following: the Revs. G. W. B. McDonald, I. H. Cox, D. A. Dryden, H. H. Dougherty, W. Inch, J. R. Tasey, James Wickes, G. S. Hickey, T. S. Houts, M. M. Bovard, J. L. Mann, A. H. Tevis, P. Y. Cool, A. M. Bunker, T. S. Uren, E. S. Chase, M. F. Colburn, L. M. Hartley, R. L. Bruce, A. M. Gibbons, L. T. Guild, Richard D. Hollington, D. D., and the Rev. Lincoln A. Ferris, the present pastor.

The Central M. E. Church, at the corner of Sampson and Harrison Avenue, was established January 12, 1887, by the Rev. J. I.



FIRST METHODIST EPISCOPAL CHURCH, SAN DIEGO

Foote. The cornerstone was laid July 31, 1887, Bishop Fowler officiating. The pastors since include D. H. Gillan, J. Pittinger, C. M. Christ, Bede A. Johnson and Rev. A. E. Shultz, the incumbent.

The German M. E. Church was organized in 1887 and used its building at Sixteenth and I streets first on April 4, 1888, with the Rev. L. C. Pfaffinger as pastor. Later pastors include L. E. Schneider, F. A. Werth, Mr. Schroeder, Frederick Bonn and the Rev. Jacob Schneider, the present pastor.

In 1880 a Scandinavian M. E. Church was organized.

The First Free Methodist Church was organized in 1897 by the Rev. C. B. Ebey and wife, W. H. Tucker and wife, F. F. Allen and wife, Virginia M. Walters and Maggie A. Nickle. Previously meetings had been held at the Helping Hand Mission and in a tent at Eighth and G streets. In 1899 a church building was erected on the latter site, which was dedicated January 1, 1890, by the Rev. E. P.

Hart, of Alameda. During this same year the building was moved to 145 West Beech Street, and a pastorage has been built adjoining the church. The Rev. W. G. Lopeman was the first pastor. Succeeding him have been C. B. Ebey, James Seals, E. G. Albright, John B. Roberts, J. Q. Murray and Rev. E. M. Robb the present pastor.

The Fairmount M. E. Church is at East San Diego. The Rev. Alfred Ore, 4059 Stockton Street, East San Diego, is pastor.

The Trinity M. E. Church is located at Thorn and Grim streets. The pastor is the Rev. D. W. Wilt. The church was organized November 18, 1915.

The Inwood M. E. Church is located at 31st and L streets. The Rev. D. D. Campbell, 35 Oregon street, is the pastor.

The Taylor M. E. Church is situated on East Normal Street, near Campus Avenue. The pastor is the Rev. H. E. Mullen.

The Normal Heights M. E. Church is at Adams Avenue and 49th Street. The Rev. H. H. Weyant is pastor.

There have been members of the Methodist Episcopal Church South in San Diego since the days of Horton. The first service held by the local church seems to have been on November 26, 1882, by the Rev. John Wesley Allen, who had just arrived in San Diego. That service was held in Hubbell's Hall. Services were held later in the old Masonic Hall. In 1871 Bishop John C. Keener had purchased for the local society two lots on the southeast corner of Seventh Street and Broadway. On January 1, 1884, the cornerstone of a church building, which was called Keener Chapel, was laid. The church was dedicated on May 11, 1884. The church property on Broadway was later exchanged for a lot at the southeast corner of Eighth and C streets, and the chapel was moved there. In 1910 the church completed its beautiful new home at Fifth and Olive streets. It is known as the Park Place M. E. Church, South. Pastors of the church since its organization have been the following: The Revs. John Wesley Allen, R. Pratt, E. T. Hodges, James Healey, R. W. Bailey, J. F. C. Finley, James Healey (again), W. H. Dyer, A. C. Bane, R. W. Rowland, S. W. Walker, C. S. Perry, C. S. McCausland, R. P. Howett, M. P. Sharborough, S. E. Allison, James E. Crutchfield, J. T. French, W. O. Waggner, C. C. Thompson, C. R. Gray, W. J. Sims and the incumbent, the Rev. G. C. Rector.

The Rev. W. H. Hillery organized the African M. E. Church in 1888. W. E. De Claybrook and Price Haywood succeeded him. Their place of worship is at 1645 Front Street. The present pastor is the Rev. Burgess R. Guy.

The Bethel African M. E. Church, Union Street near Market, has had George A. Bailey and W. M. Viney as pastors.

BAPTIST.

The First Baptist Church of San Diego, whose home is the great "White Temple" at Tenth and E streets, was formed June 5, 1869. It is recorded that in May of that year Dr. Jacob Allen, a physician of the city, was present at a meeting when a union Sunday school was being discussed and that he determined then, if possible, to organize a Baptist church in the city, at that time hardly more than a village.

In response to a call which he made, fourteen Baptists of San Diego met and formed an organization, electing the Rev. C. S. Weston moderator and E. W. S. Cole clerk. This formal action, taken on June 5, was followed by the formal steps by which the church came into being. The church members had little money for their work, but were assisted by the Home Mission Society, whose loan of \$1,000 enabled the church to build its first home and to support its first ministers. The church was built on Seventh Street, near F, on a lot given by Mr. Horton, being completed in October, 1869. Mr. Horton also gave the congregation a church bell—the first one ever used in new San Diego. The Rev. Mr. Morse preached the first sermon in the new church on October 3. The first minister of the church was the Rev. B. S. McLafferty, who began his pastorate in 1869. He was followed in 1873 by the Rev. C. W. Gates. Other pastors in the order of their coming are: The Revs. Edwin C. Hamilton, W. H. Stenger, A. Chapman, E. P. Smith, W. F. Harper, A. E. Knapp, Walter B. Hinson, W. H. Geistweit (with the Rev. F. D. Finn as associate) and the present pastor, Frank O. Belden. The church in 1888 erected its second home, put up because it had outgrown the original building. Just twenty-five years later to a day the cornerstone of the second church was taken up and placed in the walls of the third church home, the "White Temple," one of the finest and most commodious churches of Southern California, with a magnificent auditorium. With the other churches of the city, the First Baptist did much work during the World war for the men in training in and about San Diego. The church itself had 137 stars on its service flag. The church now has more than 1,150 members and is in excellent financial condition.

The Swedish Baptist Church was organized in 1907. It has a comfortable building at 16th and E streets, and is active in its field. The Rev. E. H. Carlson is now acting pastor.

The Scott Memorial Church which is named in honor of Chaplain Winfield Scott, who, at the close of long life of great usefulness, began the work which later developed into this church, was organized in 1912. During Chaplain Scott's life a building was erected at 39th and Madison streets. This structure was removed in 1918 to Oregon and Monroe streets and enlarged and remodeled into a building of the Mission type. The Rev. Floy T. Barkman, the Rev. C. J. Banks, the Rev. E. P. Hall and the Rev. L. P. Valentine have been the pastors. The latter began his services in 1918, and under his ministry the work has grown fast. This church is in a section of the city that is served by no other church of any denomination.

The Ocean Beach church was organized in 1914 with a membership of twenty-eight and has grown about in proportion with the growth of that suburb. The church owns two lots at De Foe and Santa Monica streets, where a chapel was built at the time of the organization of the church. Plans are now completed for a new building of the Mission type, and a model of conveniences, to cost about \$15,000. It is expected that construction work will begin soon. The Rev. Rolla Brown is the pastor.

The Baptists have maintained a mission and Sunday school in the vicinity of Date and Columbia streets for nearly twenty years and about fifteen years ago erected a building at that corner. For

several years this building has been used principally in work among Spanish speaking people, and the work is now in charge of the Rev. Alexander Ojeda, a native of Mexico, who is assisted by a corps of workers from the American churches.

A work was also recently started among the Italians of the city, the Baptist state convention placing Frank P. Trotta, a native of Italy, upon the field.

Representatives from all the Baptist churches met in September, 1921, and organized a city mission society whose aim is to co-ordinate the work in all the missions now existing and to plant new missions in such fields of the city as seem to need such work.

The Logan Heights Baptist church, first called the Grand Avenue Baptist Church, was organized in 1908 in the field of a mission Sunday school which had been sustained for some time by the First Church. Pastors of this church have been the Rev. J. B. Fox, the Rev. Richard E. Day and the Rev. Webley J. Beaven, who has been with the church more than two years. Both church and Sunday school have shown steady growth.

Other Baptist organizations are Mount Zion Baptist Church, 3045 Greeley Avenue, the Rev. W. R. Burgess, pastor; Olive Temple Baptist Church (colored), 1403 K Street, the Rev. W. A. Mitchell, pastor; First Street Baptist Church (colored), the Rev. R. A. Jackson, pastor.

PRESBYTERIAN.

The First Presbyterian Church of San Diego was organized June 7, 1869, largely through the efforts of the Rev. Thomas Fraser, missionary for the synod of the Pacific, and had thirteen members at the beginning. Elected as elders were the Rev. Charles Russell Clarke, David Lamb and Samuel Merrill, who, with Levi L. Locklin, a civil engineer, composed the board of trustees. For some time the church meetings were held at residences of the members. In 1870 the Rev. J. S. McDonald, who had preached in the East and who, coming to California, had organized two churches in the northern part of the state, in addition to serving as chaplain of the State Senate in 1867 and 1868, arrived in the city to be pastor of the church and entered vigorously into the religious work of San Diego. The church meetings at that time were being held in Horton's hall, Sixth and F streets, and the congregation had grown considerably. Visiting here at the time was J. W. Edwards of Marquette, Michigan, and he became convinced that the church ought to have its own building. "Father" Horton had given the church a site at Eighth and D streets, and Edwards volunteered to give \$500 toward a building fund. Calvary Presbyterian Church of San Francisco raised \$300 for the fund, and plans were soon under way for the structure. It was raised—a small affair compared with modern churches of San Diego—and was dedicated June 18, 1871, as has been told in a previous chapter. The Rev. Mr. McDonald served until 1872, when he was succeeded by the Rev. F. L. Nash. He served until 1875. In the next five years the pastors were the Revs. James Robertson, John W. Partridge, Lanman, James Wood, and Phelps. The Rev. Richard Varick Dodge was pastor from 1880 until the spring of 1884. He was followed by the Rev. H. A.

Lounsbury and the Rev. H. I. Stern as supplies. On January 1, 1887, the Rev. Dr. William B. Noble took up the pastorate and he soon began a campaign for a new and larger church building. As a result a structure costing \$36,000 was raised on the site of the old church. Dr. Noble remained as pastor until 1894, being succeeded by the Rev. F. Merton Smith, who was fatally stricken while at a service three weeks after his arrival. The Rev. Peter E. Kipp, who then took the pulpit, served until his death in 1900, being followed by the Rev. Robert Bartley Taylor, who was drowned November 19, 1904, while on a sailing trip. The Rev. Dr. Harvey S. Jordan, from Newcastle, Pennsylvania, was pastor from 1905 until his death in 1909. The next pastor was the Rev. Dr. Edwin Forrest Hallenbeck, who came from New York City as stated supply on December 1, 1909, and was installed as pastor on the 20th of the following April. Under his pastorate plans were begun and carried through for a fine new church farther "uptown" than the old building. A site was bought on the north side of Date Street between Third and Fourth and on this land, half a block in size, the present church was built. It was dedicated in the week between November 15 and 22, 1914. Dr. Hallenbeck resigned in September, 1920, to take the chair of practical theology at the San Francisco Theological Seminary at San Anselmo. After he left, the Rev. Silas Evans acted as pastor for several months. Dr. Ernest B. Wyllie, of Chatham, N. B., Canada, was called as stated supply for a year beginning September 4, 1921.

The First Presbyterian Church has at present about 1,150 in its congregation.

Other Presbyterian churches in the city are the First United Presbyterian Church, 22nd and Market, built in 1912, of which the Rev. M. M. Kilpatrick is pastor; the Brooklyn Heights Presbyterian Church, Fir near 30th, Rev. Alfred O. Elliott, pastor; Calvary Presbyterian Church, 39th Street and Franklin Avenue; the East San Diego Presbyterian Church, Pauly Avenue and Santa Ana Street, Rev. J. C. Dibble, pastor; the Spanish Presbyterian Church, 351 Thirteenth Street, Rev. Ventura Martinez, pastor.

CONGREGATIONAL.

The First Congregational Church of San Diego dates back to September, 1886. Previous to that time there was in San Diego a considerable number of Congregationalists, many of whom affiliated with the Presbyterians. In August, 1886, twelve of them met at the home of Mr. and Mrs. Frank A. Stephens of Eleventh and F streets, who later removed to Los Angeles, and formed a preliminary church organization. Those attending were Mr. and Mrs. Stephens, Mr. and Mrs. Archibald Stephens, Mr. and Mrs. George W. Marston, Mr. and Mrs. M. T. Gilmore, Mr. and Mrs. J. P. Davies and Mr. and Mrs. Joseph H. Smith. About a month later the congregation was organized, with seventy-eight members and the Rev. J. H. Harwood as pastor. The first public service was held in the Y. M. C. A. rooms in Dunham's hall on Fifth Street on October 10. The members of the congregation soon realized that this hall was too small for the church and a lot was leased at Ninth and F streets upon

which a church building was completed in January, 1887. This edifice was dedicated in February of that year. In 1896, due largely to the efforts of the then pastor, the Rev. Stephen A. Norton, the present church at Sixth and A streets was started. The corner-stone was laid in November of that year and the church was dedicated on July 4, 1897. The building cost \$23,500 and ever since its erection has been regarded as one of the most beautiful in the city.

The Rev. M. Harwood was succeeded late in 1887 by the Rev. J. B. Silcox, who resigned in August, 1889. He was followed by the Rev. E. A. Field, the Rev. W. C. Merrill and the Rev. Stephen A. Norton, the last of whom served seven years and was followed by the Rev. Clarence T. Brown in 1903. Next came the Rev. Willard B. Thorp, who resigned recently to go to Palo Alto, California, and was succeeded by the Rev. Roy H. Campbell, the present pastor.

In 1919 a lot adjoining the church was bought and on it was built a parish house which forms a part of the main church, with the latest improvements for Sunday school and other activities of the church. This addition was put up at the cost of \$50,000. The church in 1921 had a membership of about 550.

Other churches of this denomination in the city are: Logan Heights Congregational, Sampson Street and Kearney Avenue, Rev. W. H. Hannaford, pastor; Mission Hills Congregational, 1202 Fort Stockton Drive, Rev. E. H. Haydock, pastor, and Park Villa Congregational, 3752 Twenty-eighth Street, Rev. G. A. Charnock, pastor.

The Rev. H. H. Wentworth is pastor of the Union Congregational Church of La Jolla and the Rev. H. C. Leydark is pastor of the Union Congregational Church of Ocean Beach.

CHRISTIAN CHURCH.

The Central Christian Church was organized October 27, 1886, with twenty-eight members. Rev. R. C. Hand was the first minister. The first meetings were held in various halls. During the boom of 1887 a lot was purchased and the first house, a frame one, was built. The first service was held on December 11, 1887, the sermon being preached by Rev. Johnson.

During the first eight years of its existence, the church had five ministers as follows: R. G. Hand, A. B. Griffith, John L. Brant, A. B. Markle and B. C. Hagerman. Rev. W. E. Crabtree came as pastor in 1895 from Lexington, Kentucky. He was twenty-seven years old at the time. He is now (1921) in his twenty-seventh year as minister of this church. Mr. Crabtree is the dean of the ministers now serving in San Diego. In 1901 the northeast corner of Ninth and F streets was purchased, and the frame church was moved downtown and improved. Later the adjoining lot was purchased, and in 1909 the present commodious and beautiful church was built. It has a valuation of more than \$100,000, and is free from all debt. There is a membership of more than 1,000, and there are strong and active departments of church work. The church is an aggressive force in good citizenship and social welfare movements and sustains its own missionaries abroad.

In 1906 the Central Christian Church branched out and organized the University Christian Church at the corner of Richmond and Cleveland avenues. This has grown to a membership of nearly 500, is self-supporting, and has recently built a handsome church at the cost of \$50,000. Rev. T. S. Handsaker is pastor. Besides conducting numerous Sunday schools in various parts of the city, the Central Church has also built a neat Christian church at East San Diego, where a church of fifty members holds regular services and is full of promise. This church was very active during the recent war in work for service men and has continued to keep an open door to them. At present it is moving to obtain a director of religious education, who will devote his entire effort to children and youth.

UNITARIAN.

"Father" Horton donated the use of Horton's hall and organ and the First Unitarian Society held its first Sunday school in the hall June 22, 1873. C. S. Hamilton was president, Mrs. Knapp secretary and treasurer; Mrs. Haight musical director, and Miss Carrie Hills, organist. The Rev. Joseph May was the first pastor, and the first public service was held on Easter Sunday, 1874. Among the early members of the church were A. E. Horton, M. A. Luce, C. S. Hamilton, E. W. Morse, J. H. Simpson, A. Overbaugh and Mr. Hubon and their families. At a meeting held March 11, 1877, Rev. David A. Cronyn was chosen pastor, and M. A. Luce became president of the Society.

In 1882 the society was incorporated. The first church building was raised on a lot on the northeast corner of Tenth and F streets. It was dedicated August 26, 1883, the Rev. Horatio Stebbins, of San Francisco, delivering the sermon. The Rev. George H. Deere, of Riverside, assisted. This building was burned on Sunday afternoon, February 17, 1895, and following this the society for a time occupied the old Louis Opera House. A lot was leased on the west side of Sixth Street, between C and D, and Unity Hall was erected. In that the church held services for some time, until the hall was taken from its first site to Sixth and B streets, where it was rebuilt into a theatre, at first called the Garrick, now the Strand. The church meanwhile went to the San Diego Club, on Ninth Street between Broadway and E streets, and remained there until the present church on the east side of Sixth Street between Beech and Cedar was built.

Recent pastors have been the Rev. B. F. McDaniel, 1887 to 1892; the Rev. J. F. Dutton, from 1894; the Rev. Solon Lauer, from 1895; the Rev. E. R. Watson, from 1899 to 1909; the Rev. G. A. Hathaway, 1909; the Rev. C. J. Harris, from 1909 to 1912; the Rev. Howard B. Bard, 1913 to the present time. The fine new church of the Unitarians was built during the pastorate of Mr. Harris and was dedicated in 1910. In the last two years, the church has added to its activities the department of Community Centre, under which it carried on the San Diego Open Forum, the Institute of Science and the Committee on Integration, all three of which are community activities and not specifically denominational.

LUTHERANS.

On March 18, 1888, the First Lutheran Church was organized with thirty-one members. Previous to this a Sunday school was conducted once a month by Prof. F. P. Davidson. C. W. Heisler, of Los Angeles, aided in the organization of the church. The first officers were: F. P. Davidson and A. W. Smenner, elders, and Isaac Ulrick, H. Seebold and R. H. Young, deacons. The first pastor, E. R. Wagner, conducted his first service October 21, 1888, in Good Templars' Hall on Third Street. The church then held services for six months in Louis Opera House and next moved to the old Methodist church. Then the congregation purchased the lot where the present church stands, on First Street between A and Ash. The church building was begun in 1893, the cornerstone was laid on July 30 and the dedication services held on April 8, 1894.

Pastors since the Rev. E. R. Wagner follow: the Revs. C. W. Maggart, John E. Hoick, George H. Hillerman, J. W. Romich, and the Rev. E. P. Schueler, the incumbent.

Our Saviour's Evangelical Lutheran Church is located on Park Boulevard and Center Street. The Rev. Elleud J. Ovri is the pastor.

The Rev. Clarence Damenschroeder is pastor of the Grace Evangelical Lutheran Church (English), at Park Boulevard and Lincoln Avenue.

The German Evangelical Lutheran Church is at 2003 Woolman Avenue, and the Rev. Karl Knippenberg is pastor.

HEBREW CONGREGATIONS

Faithful to the religion of their forefathers, the Jews of San Diego observed their New Year's Day and Days of Atonement as early as 1851. The Messrs. Lewis Franklin, Jacob Marks and Charles A. Fletcher assembled at the house of the former to observe the Day of Atonement in that year. At the time they were the only three Hebrews in the town.

In 1872, the organization of the Hebrew Congregation took place at the house of Marcos Schiller in Old Town. The organizers were Mr. Schiller, Joseph Mannasse and E. Loewenstein. There were 18 members.

The congregation was reorganized and incorporated as the Congregation Beth Israel in 1888, with a membership of 55. Marcos Schiller was the first president and served in that capacity until his death in 1904; H. Welisch was vice president; A. Blochman, secretary, and A. Lippman, treasurer. A synagogue was built and dedicated a year later, on the northwest corner of Beech and Second streets. Samuel Freuder was the first Rabbi and was followed by A. Danziger, E. Freud, Dr. Mark Moses and Rev. E. R. Trattner.

The Congregation Tifereth Isreal in on 18th Street near Market. The Rev. Solomon A. Wellington is pastor.

CHRISTIAN SCIENCE

The first organized Christian Scientist Association in San Diego was formed August 18, 1890. At that time the few students of

"Science and Health" met together and an association was perfected under the name and title of The San Diego Christian Scientist association. The constitution was formed, by-laws adopted, and officers were elected in accordance; 31 members were enrolled. On December 7, 1892, it was decided to organize a church. On February 15, 1893, the money in the treasury of the association was turned over to the organized church, and the association was disbanded. In May, 1894, the church removed to Snyder Hall, on Sixth Street. On the first Sunday in February, 1895, the church held its first service in the Jewish Synagogue, Beech and Second streets.

The First Church of Christ Scientist, at Cleveland and Richmond streets, was dedicated on September 30, 1908. The present fine home of the church at Second and Laurel streets, was completed in 1910.

The Second Church of Christ Scientist has been organized for about eight years. Recently it has been meeting in the San Diego Club's house on Ninth Street. Plans were under consideration as this was written, however, for the building of a church structure; land for this purpose was bought at Twenty-second and C streets. J. M. Hall is president of the church board of trustees.

UNITED BRETHREN

The First Church of United Brethren in Christ, at Third Street and Robinson Avenue, was built in 1912, at a cost of about \$10,000. The Rev. Logan Harter is the present pastor.

Other church organizations of San Diego include the following:
 First Friends, Market and 19th streets, the Rev. Cora Isham;
 First Spiritual Temple, 1240 Seventh Street, the Rev. F. F. Fleming;
 Harmonial Institute, 4328 Alabama Street;
 Pentecostal Pilgrim, 624 B Street, the Rev. T. J. W. Norton;
 Plymouth Brethren Evangelical, 4176 Texas Street, the Rev. E. A. Buchaman;
 Seventh Day Adventist, 18th and G streets, Elder William Healey;
 University Heights Seventh Day Adventist, Elder R. S. Owen pastor;
 Swedish Mission Tabernacle, 19th and E streets, the Rev. J. A. Youngberg;
 United Alliance Spiritual Society, 1120 Tenth Street, Mrs. Marguerite S. Briggs pastor;
 Yogi Spiritual Society, the Rev. Margaret A. Hanley.

CHARTER XXI

CIVIC AND RELIGIOUS

This chapter—an important one in San Diego life—has been compiled almost wholly from data provided by the local secretaries of the organizations named. To Mr. H. H. Holmes, secretary of the Young Men's Christian Association; to Mr. James Meehan, in charge of the local work of the Knights of Columbus, and to Mrs. Philip Morse, long active in the work of the Young Women's Christian association, the writer is especially indebted for the valuable record of unselfish, patriotic achievement herewith set forth. It is a record in which every San Diegan, regardless of creed, may well be proud—more especially since the work so well done has been for all, notably in the days when San Diego was in reality a great camp in which were trained thousands of America's young men in the World war.

The Young Men's Christian Association of San Diego, began its existence March 17, 1882, when George W. Marston called a meeting in his store at 5th and F streets. At a meeting held in the following month the following officers were elected: George W. Marston, president; W. W. Terry, vice president; C. H. Hubbell, secretary, and K. J. Ware, treasurer. The organizing members named in the minutes of the third meeting on April 27, 1882, were: A. C. Dobyms, George W. Marston, F. Redley, Chas. H. Hubbell, Joseph H. Winchester, K. J. Ware, H. A. Chase, F. N. Pauley, R. V. Dodge, Jr., E. F. Maxfield, W. W. Terry, and W. E. Williams. The meetings were held in Hubbell's Hall next to Marston's store, and then at the rooms of the Society of Natural History over the Consolidated National Bank. In June, 1884, after nearly two years of inactivity, reorganization took place in the old Masonic Hall on Fifth Street, which was rented for \$5 a month.

In August, 1885, C. L. Sturges was called as general secretary and from that time to the present with only brief interruptions the quarters of the association have been opened to the young men of the city. On the resignation of Mr. Sturges the directors called J. A. Rogers, who was engaged as secretary at the small salary of \$35 a month and the use of a room. The new secretary, although not a young man, took a deep interest in the young men of the city and when the great boom was at its height proved to be equal to the demands made upon him. The exciting days of 1887, and 1888, brought large numbers of people to the city and the cramped quarters of the Association in Dunham Hall on Fifth Street proved too small for the Sunday meetings and many other gatherings. In 1888, a move was made to a building on Seventh Street just north of G Street.

The quarters up to that time had been very bare and humble, and anything but inviting. It was a constant struggle to keep life in

the little organization, and the few faithful men who stood by it in calm and storm must have had prophetic glimpses, through the clouds of adversity and discouragement, of future triumphs and achievement.

The minute book of the association shows that the principal activities in the early days of the association work were religious and educational. The associations of the country were just beginning to get a vision of the importance of educational work in the program of the association and Secretary Rogers threw himself into the work of arranging classes in elementary subjects with enthusiasm. His principal work, however, was the definitely religious work in which he sought to make the association a vital factor in the life of the young men of the city.



Y. M. C. A. BUILDING, EIGHTH AND C STREETS

During the eighties here were hundreds of young men in San Diego who had been attracted here by the great boom, and there were few homes to which they were invited, so the association had much to do. Among those who were active in the association in 1887, are George W. Marston, Philip Morse, M. T. Gilmore and Fred Stephens. Many men who were later very prominent in the civic life of San Diego were active in the affairs of the association.

From its earliest days up to the time of entering its present building the association had many headquarters. For some years it might have been called a wandering association, so many buildings has it occupied. President George Marston says that it is difficult to trace all of the various locations which the association had during the pioneer days. In 1889, after a brief stay in the Hoffman House at Eighth and G streets, a move was made to 840 Sixth Street. There is a vacant lot, with basement excavated, at Seventh and G streets

that gives mute testimony to the valiant efforts of the directors to provide a suitable home. Thirty thousand dollars was paid for this lot and, due to financial difficulties, it was later sold for \$10,000.

It appears that there was a Y. W. C. A. organization in the early days which acted as a Ladies Auxiliary to the Y. M. C. A. These ladies were a very vital factor in the life of the association, assisting in preparing banquets, entertainments and other events. The present Y. W. C. A. was established within comparatively recent years.

Surviving the boom days the Y. M. C. A. passed through many troublous times. The financial stringency of the late eighties caused much curtailment in the associations plans. In October, 1889, a complete change was made in the directorate, the following being elected: J. E. Hall, J. C. Packard, Henry Siebold, W. E. Howard, Dr. Hurlburt, John P. Lewis, and L. P. Davidson. J. E. Hall was elected president and served only one month, when he was succeeded by C. D. Todd, who served only a few months; his place was taken by W. E. Howard, who served until the end of the association year.

In 1890, the association began to develop physical activities on a larger scale when O. E. Hoeh was made physical director, and the association moved into the Turnverein Hall on Eighth Street, between G and H. There was a well equipped gymnasium, and excellent work was done. General Secretary Rogers resigned in July, 1890, to accept a pastorate in one of the country churches. In October, 1890, George W. Marston again assumed the presidency, and John McTaggart was elected general secretary; he filled the position with ability and devotion for the next four years. Owing to the exertions of the secretary and many faithful members, reports at the annual meet held in 1891 showed that there was a large membership and that all financial obligations had been met. During the latter part of Mr. McTaggart's service the association used rooms in the Express block. In September, 1891, Mr. McTaggart left for service elsewhere, and W. E. Neelands served in his place until May, 1895, when George A. Miller, who afterwards became a prominent Methodist minister in the Philippines, took charge of the association work.

The association now entered upon its real period of development when it obtained a lease on the second floor of the building at Sixth and Broadway, now occupied by the American Legion. The owner, U. S. Grant, Jr., generously arranged the rooms as the association desired. There were a lecture hall, gymnasium, baths, reading rooms, and several social and class rooms. This was the home of the association for ten years. In the fall of 1896, J. P. Smith, a graduate of the Y. M. C. A. college at Springfield, Massachusetts, was elected general secretary and filled that position until March, 1903, the longest period of service of any secretary up to that time. Under his experienced hand the association became a growing power in the community. Every phase of its program was developed, and it became one of the outstanding associations of the state, the four-fold program being carried out in every phase.

Fred A. Crosby, a San Diego boy, was employed as physical director in June, 1898, and proved to be just the man for the place; his work will be long remembered by those who knew him. He

stayed five years. Mr. Crosby is now one of the leading association workers among boys, with headquarters at Chicago.

In the year 1899, George W. Marston declined election to the presidency, having served in that capacity since the organization of the association, with the exception of one year. However, he still remained as a member of the board of directors. Philip Morse served as president during the association year ending in 1900, and, following him, William H. Holcomb began a term of office which lasted from the fall of 1900, to the fall of 1907. In March, 1903, J. P. Smith resigned as secretary and in his place Roy H. Campbell, now pastor of the First Congregational Church, became the general secretary, and E. A. Merwin was employed as physical director. Mr. Campbell threw himself into the work of the association with all of his enthusiasm and made many important changes. He was especially successful in the raising of money for the association activities and it was largely due to his exertions that the association was able to purchase, from Dr. F. R. Burnham, the fine residence property at Eighth and C streets for \$20,000. The new quarters were occupied in October, 1905, and within a few months a gymnasium, costing \$6,000 was built on an adjoining lot, and for the first time the work of the association was carried on in its own quarters, the total cost of which, including current expenses for two years, amounted to approximately \$32,000.

In the fall of 1905, Secretary Campbell was obliged to resign his position on account of ill health brought on by his exertions. In January, 1906, Earl D. Smith was elected secretary, and A. N. Morris, physical director. Secretary Smith and physical director Morris served until March, 1908. J. P. Smith served until the election of J. J. Heilman in the fall of that year. During the years 1908 and 1909, Dr. H. N. Goff served as president of the association and in 1910, was succeeded by G. A. Davidson. Mr. Davidson enthusiastically led the association until 1915, when he was elected president of the Exposition.

The association had not been in its new quarters very long before it became evident that they were entirely inadequate to the demands of a growing city that was destined to become a place of large population and importance. As early as May, 1909, a committee headed by Jerome C. Ford reported on plans which called for a building costing twenty-five thousand dollars. For various reasons action was delayed until the coming of Fred D. Fagg, who succeeded J. J. Heilman as general secretary in 1910. Mr. Fagg had already had experience in the building of two association buildings in the East and not long after his arrival the board of directors began to take steps which at a special meeting of the board on December 15, 1910, came to the definite decision that it was now time to plan for a building that would be adequate for the demands of the members and a credit to the city.

The campaign for the new building enterprise was successfully conducted in April, 1911, when 1,706 persons contributed \$155,000. Ground was broken on October 9, 1911, and on March 10, 1913, the beautiful new structure was opened, with elaborate ceremonies, for the use of the men and boys of the city. The building was soon conceded to be among the best equipped in the country. The officers of the association at the time of completing the building were G. Davidson,

president; John S. Akerman, vice president; Frank C. Spalding, treasurer; E. G. Dehm, recording secretary. Other members of the board of directors were: C. N. Andrews, S. M. Bingham, W. D. Crum, B. M. Frees, John Fleming, H. N. Goff, M. T. Gilmore, F. A. Garetson, J. W. Going, J. P. Haddock, Roscoe Hazard, W. M. Herbert, L. D. Jones, W. E. Kier, G. W. Marston, J. P. Smith, and W. H. Strong. The building committee was composed of W. M. Herbert, chairman; J. C. Ford, J. S. Akerman, and H. N. Goff. The architect was George W. Kilham who had associated with him Messrs. Bristow and Lyman. The secretarial staff was composed of Fred D. Fagg, general secretary; N. B. McPherson, associate general secretary; George S. Chessum, boy's work director; Irving W. Larrimore, physical director; Lucius H. Markham, assistant physical director.

Since occupying the new building with its fine gymnasium, swimming pool, bedrooms, game rooms, boys' club rooms, sun parlor, classrooms, auditorium, etc., it has been a hive of activity from which hundreds and thousands of boys and men have gone into the struggles of life physically, mentally and spiritually helped. Those who are best acquainted with the program which is carried on recognize that it is one of the most potent factors in the life of the city. The association is controlled by the Protestant churches and members of the various denominations are represented upon the board of directors.

The more recent history of the Y. M. C. A. is familiar to San Diegans and they have loyally supported the work with funds and their interest. After eight years of strenuous work which greatly affected his health, Secretary Fagg resigned in the spring of 1918, and it was not until the fall of the year that his place was filled. A. L. Ward of Chicago took hold of the work just as the war was closing and in this critical period featured by the influenza epidemic and other problems, helped to get the work into peace time shape.

In the spring of 1919, the directors decided to campaign for enough funds to pay off the building bonds and for two years current expenses. This great effort took place in May, 1919, under the direction of E. L. Mogge of the International Committee of the Y. M. C. A. and was a complete success. George W. Marston, elected president every year since 1915, saw the dream of years accomplished when sufficient money was subscribed to reach the total of \$150,000.00. This campaign removed a great load from the association and cleared the way for greater progress in its work. Much credit is given by the association for the unselfish spirit shown by business men and others during the campaign. Rotarians and others gave up their regular meetings in order that the time might be devoted to raising the much needed funds.

Secretary Ward resigned in July, 1920, and became educational director at Washington, D. C. From the time of Mr. Ward's leaving until the arrival of the new secretary, the work was in charge of J. P. Smith, former secretary. In November, 1920, Herbert H. Holmes of Peoria, Illinois, began service as general secretary. In 1921 he was in active charge of the association work and was vigorously engaged in promoting its program. Other members of the staff were Fred A. Nordquist, physical director; Theodore F. Smith, boys' work director; W. L. Ashleigh, assistant boys' work director; B. H. Haddock, activ-

ities secretary; H. G. Glasgow, dormitory secretary; Alex Johnston, business secretary; Harold Dibb, assistant physical director.

In the spring of 1920, announcement was made that the late Captain Benjamin M. Frees, formerly a member of the board of directors, had left \$100,000, to the San Diego Y. M. C. A. Captain Frees had always been a warm friend of the work and had subscribed to it quite liberally, but few were prepared to hear that so large an amount had been left to the association. When this money becomes available it will help solve financial problems which already have arisen.

It is fitting in closing this sketch of the history of the San Diego Young Men's Christian Association to pay a tribute to its founder, George W. Marston. He has been to it what George Williams was to the London Association and John Wanamaker to the Philadelphia Association. No amount of time or money was too great if it contributed to the welfare of the young men of the city. If there is one institution which owes its existence to one man it is the San Diego Y. M. C. A. Members of the association have every right to feel as they do regarding Mr. Marston. He embodies the genius of the movement, and the association is proud of him. He is the only surviving member of the group which organized the association in 1882.

The Y. M. C. A. building was thronged with service men from April, 1917, until after the war. Being the only Y. M. C. A. building down town, it was the headquarters for much activity. George H. Chessum served as war secretary for one year, beginning February, 1918, and carried on a varied program. The association offered the use of the swimming pool and gymnasium and other facilities and also provided a list of more than 1,000 homes where men could sleep during periods of leave from camp. All of these facilities were greatly appreciated. More than 160 members of the local association served with the colors, and six of them lost their lives in the service of the country.

The activities of the Y. M. C. A. in Camp Kearny and at other posts in and near San Diego in war times were many. It is impossible within the space available to do more than sketch those activities and to name a few of the Y. M. C. A. men who did good work at the time. At one time there were eight Y. M. C. A. buildings at Camp Kearny. Y. M. C. A. work was also carried on at the naval training camp in Balboa Park, the 21st Infantry camp at the park, Fort Rosecrans, Battery Whistler, Rockwell Field, the naval air station, Camp Hearn, Ream and East Fields, San Ysidro, Campo and other points.

The local association in May, 1917, appointed J. P. Smith as a secretary for the naval training camp in Balboa Park. F. A. Jackson of San Francisco later was appointed secretary for the San Diego district. In the fall John Voris took charge at Camp Kearny, and John Fechter became director of the work at all camps in and about San Diego. In the spring of 1919, Voris was transferred and Fechter took his place at Camp Kearny. Others active in the local war work were Roy H. Campbell, now pastor of the First Congregational Church; Thomas Giffen, F. W. Wetmore and Orno E. Tyler. On January 1, 1920, the Army and Navy Y. M. C. A. was established at 942 First

Street. In September, 1920, the association leased the hotel San Remo at State and E streets, providing a hotel and other conveniences for service men. A new building for this work has been planned. The association also has opened a large athletic field on the reclaimed tidelands at the foot of Broadway. Orno E. Tyler is general secretary of this branch of the local Y. M. C. A. work, and Edwin M. Cooper is physical director.

KNIGHTS OF COLUMBUS

The Order of the Knights of Columbus was organized, under the laws of the State of Connecticut, on March 29, 1882. In addition to providing a system of insurance, the order is of a social, fraternal and patriotic nature. It seeks to organize men of the Catholic faith, and to inculcate in their minds and hearts a love of God and country, and awaken a sense of personal duty and responsibility in the discharge of the duties of citizenship.

San Diego Council No. 1349, of the order was instituted in San Diego on Sunday, June 28, 1908. The institution of the council was under the official direction of district deputy John P. Burke, of Los Angeles, assisted by Hon. Joseph Scott. The following are the names of the charter members of San Diego Council: Rev. Henry A. Lehrke, Joseph Henry Menke, Thomas Purcell, Edward Callaghan, Paul V. Valle, Patrick Martin, Edward James Kernick, Walter S. Risk, William B. Conniry, Thomas J. Prendergast, Arthur Shaw, Maurice Keane, Stephen McAuliffe, John E. Golden, Chas. Callaghan, Robert J. Walsh, John E. Hayes, Frederick Manke, John F. Nolan, Edward R. Guinan, Wm. A. Menke, Frank Gallagher, Dominic M. Comandich, Bartholomew Skarpa, Thomas A. Jennings, Jr., James F. Delaney, James P. Quinn, Albert H. Weitkamp, Bartholomew Moriarty, John B. Mannix, William Sick, Peter Byrne, John Conroy, Henry Menke, Max Sick, William Behrens, Robert P. Guinan, Frank J. Snyder, Michael D. Cremer, George H. Gallagher, John J. Dolan, Joseph Romer, Chas. J. Pusch, James M. Kiley, James E. Connell, Christof Wolf, Henry Hecket, Harry A. Lees, Wm. E. Bailey, Charles R. Weldon.

The office of Grand Knight of the Council has been filled, for one or more terms, by the following: Patrick Martin, John B. Mannix, John J. McGuinness, Wm. L. Morrison, Frank J. Laengle, William C. Wilde, Stephen McAuliffe, Maurice V. Moriarty, Albert H. Weitkamp, Frank L. Hope, William F. Ahern, and Nicholas J. Martin (the incumbent).

One of the notable events in the council's history was the holding in San Diego of the annual state convention of the order in 1912; this event was a most successful and enjoyable one, and brought to the city hundreds of members of the order, with their relatives and friends; the entertainment program, consisting of sight-seeing trips, a banquet, grand ball, and various other entertainment, rendered the occasion a very happy one for all.

The local council has at all times shown a spirit of hearty cooperation with other organizations and citizens in matters of a civic or patriotic nature. One of the pleasant remembrances of the members is the ceremonies and exercises in connection with breaking ground for the Panama-California Exposition; the members joined with their

fellow-citizens in this important undertaking, and assisted in the program, especially in the Mission parade, which was one of the features of the occasion. The Knights in San Diego have also co-operated with other local organizations in raising funds to defray the expense of converting one of the Exposition Buildings in Balboa Park into a fine civic auditorium.

The local officers and members, co-operating with the national officers aim to arrange an appropriate program each year in observance of Columbus Day, and on the anniversary of the birth of Washington and Lincoln, and thus perpetuate the memory of these illustrious men. Similiar co-operation has been shown in arranging for lectures on subjects of a patriotic and civic nature. Prominent lecturers, such as Peter W. Collins and David Goldstein, have spoken in San Diego under the auspices of the order.

During the great World war, considerable work devolved upon the local council, which was entrusted with the supervision of the war welfare work of the Knights of Columbus in San Diego and vicinity. Due to the presence of thousands of service men in and around San Diego, K. of C. welfare buildings were constructed and furnished and all arrangements for the construction and equipment of these buildings in San Diego and vicinity were attended to by committees selected from the local membership. The work involved an expenditure of nearly \$100,000. Throughout the war local civilian members were also very active in connection with war welfare work, arranging dances, entertainments and various events for the men in the service.

The council has recently purchased ground, and in the near future plans to erect a modern club-house, which will include assembly rooms, auditorium, gymnasium, reading rooms and other conveniences.

It was in the World war that the Knights of Columbus came prominently before the public as a welfare organization, and the work of the organization, so well done on the Mexican border, and duly approved by the military authorities, gave the order its opportunity to demonstrate its fitness to help in the big problem of sustaining the morale of the fighting men of the army, navy and marines. History has accorded the "Caseys" a place second to no other organization for the splendid, patriotic service rendered both in this country and overseas during the critical period of the country, when every one of the 2,000 councils and the individual members worked and sacrificed for the men that went forth at their country's call. At the beginning the supreme directors stressed the fact to Provost Marshal General Crowder that under no circumstances would they support the plea of any man in their service for draft exemption.

As the great concentration camps were opened in different parts of the country, huts were built or quarters rented that served as gathering places for the men when relieved from duties of camp. Secretaries were in charge and these in turn were aided by the volunteers from the councils that were near of these camps. Camp Kearny offered a field for usefulness for the members of San Diego council of the Knights of Columbus, and local club rooms were opened at 846 Fifth Street and maintained for the benefit of all the men in the service, during the entire period of the war and until after the signing of the armistice.

Practically every member of San Diego Council 1349 took a prominent and patriotic part in supporting the work of the city club rooms that occupied two entire floors and in addition rendered valuable aid to the regularly organized forces that were in charge of the huts at Camp Kearny, Balboa Park, Rockwell Field, North Island, and Fort Rosecrans. Buildings were erected at all these military posts and local members were delegated by the supreme board to assist in the drawing of plans and the building of the many huts required for the K. C. work.

In the local club, pool and billiard tables were installed, a complete library furnished and daily entertainment given in the spacious hall on the third floor of the building. Co-operating with the local members of the Knights were the wives and daughters, who lent valuable aid in providing entertainment and furnishing food and other delicacies to the men in the service. And this was all volunteer work on the part of the members of San Diego council, who in addition were assisting the national organization in its drives for funds and generously contributing to all appeals for money to carry on the patriotic work on behalf of the men of the army, navy and marines.

The entire management of the welfare work of the western department of the Knights of Columbus was under the supervision of A. G. Bagley of San Francisco, and local Knights are loud in their praise of the generosity he always displayed in providing funds to carry on the work in the local area. Athletic supplies, creature comforts, picture machines and other needs were promptly supplied to the many huts of this base from the San Francisco warehouse, and director Bagley frequently called to see that all needs were taken care of and that an adequate and competent personnel was devoting its entire efforts to the men of the service. Thousands of men in peace time callings gratefully remember the work of the local Knights during and after the war and while they were in the many local encampments. Testimonials by the score are a matter of record in the local council, testifying to the good work of its members.

The "Everybody Welcome, Everything Free" sign adorned every hut and club here as elsewhere and in no instance was any service man or woman allowed to pay for service, entertainments or supplies. Ten million dollars was the contribution of the national organization to the war fund, and San Diego council is on record as having contributed more than its quota to this vast sum. Thirty millions more were allotted to the national organization through the general drives made all over the country and here again local members came forward and donated their share to these drives in addition to the previous contributions made to their own organization.

The local work was continued after the signing of the armistice and while the men were being discharged from the service in this country and those returning from overseas were concentrated in the local ports awaiting like disposition by the government's military organization.

The importance of San Diego as a naval and military base was called to the attention of the supreme directors by director A. G. Bagley of the western department after the discharge of the men from the service, with the result that a service club was opened here in Oc-

tober, 1919, and the same work that characterized the war activity was continued for over a year after the war had closed. In connection with this work, an employment bureau was conducted and hundreds of men were placed in positions after their discharge from the service. Members of San Diego Council aided materially in this post-war work and many positions were offered by local Knights who were employers in addition to the generous support given by many others who were not members of the order nor of the same creed as its adherents. This welfare work was discontinued here as in all other places throughout the country in the fall of 1920, much to the regret of the local service men who saw this work of the Knights of Columbus close at this base where it had rendered such fine service.

This regret was shared by the several commanders of military operations in San Diego, and letters of appreciation which also expressed sorrow on account of the decision of the supreme board to close activities were received at the local quarters from Rear Admiral Roger Welles, Brig.-Gen. J. H. Pendleton and others in command in the posts in and about San Diego.

The local work of the Knights of Columbus, however, was not to be abandoned and with the inauguration of the educational program, San Diego was chosen as one of the cities where a school for ex-service men would be opened and this work was begun in the fall of 1920, and in the same quarters that had been the scene of the many war activities of the order.

Alterations were made on the building, and ten large school rooms prepared for the students that were invited to register for the free courses that were offered. The response was flattering and again testified to the favor in which the Knights of Columbus were held by the former service men and women.

During 1920, more than 800 took advantage of the opportunity afforded to secure practical short courses in the many subjects that were taught, and at the end of the school year 79 certificates were awarded to pupils that had finished one or more courses in the school. The teaching staff was composed of instructors mostly selected from the local high school, and these at all times displayed unusual interest in the work of the many industrious and ambitious ex-service men and women who were eager to take advantage of the educational program as offered by the Knights of Columbus. Many letters of appreciation came from these students at the end of the school year expressing satisfaction at results, which in many cases enabled them to secure better positions, with increase in salary, due to the unflinching interest of the Knights of Columbus in the welfare of the ex-service men and women.

The supreme directors of the order decided in 1921, that with the money remaining in their hands, work in behalf of the disabled war veterans would be undertaken in all the Public Health Service hospitals of the country and that Camp Kearny would have a secretary where relief work would be conducted for the benefit of the patients.

A hut was opened at that camp in charge of Eugene Galligan, and similar work to that carried on during the war has been operated for the benefit of the sick and disabled veterans. Entertainment is furnished, reading matter distributed and personal service rendered to the

men in the wards and in addition, compensation and insurance matters are handled by the local secretary, through the Washington office which is maintained for this service by the Knights of Columbus for the free use of all ex-service men. Nor were the former fighting men in other institutions about this city forgotten, as their wants have been looked after and supplied by the local secretaries.

At the national convention of the Knights of Columbus held at San Francisco in 1921, it was announced that upwards of \$5,000,000, of war funds still remain in the treasury and this sum is to be applied to the future work in the hospitals and schools. San Diego will be a beneficiary of this decision and the work carried on during the past will be continued during the next year, it is announced.

The free night school for ex-service men and women opened in the fall of 1921, at 846 Fifth Street, with a large registration. Practically the entire teaching staff employed in the past was engaged for the year. The course of studies embraced: typewriting, business English, bookkeeping, arithmetic, commercial art, salesmanship, architectural drawing, radio, Spanish and navigation.

The national organization, it has been announced will continue to spend its war funds on the ex-service men until the entire sum is used for the purpose for which it was given and when such funds are exhausted, a complete account of the stewardship will be rendered to the American public, which imposed such implicit confidence in the organization.

James Meehan, former overseas secretary, who has had charge of the local work for the past eighteen months, has continued the work of the local school and also looked after the interests of the ex-service men in the hospitals of San Diego.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION

Although many residents of the city conversant with the work of the Young Women's Christian Association in other cities had for some time felt the need of such organization in San Diego, it was not until the summer of 1907, that the initial steps were taken to form a Young Women's Christian Association in this city. Its advocates felt that this organization was best adapted to meet the needs of the young girls of all classes in the city, employed or unemployed and a public meeting was arranged by one of the merchants of the city who was eager to have his girl employees share the benefits of the association. At this meeting a committee was appointed with G. Aubrey Davidson as chairman to take the necessary steps and make the preliminary arrangements. This committee met the next day and frequently thereafter at the office of one of its members, Dr. Charlotte Baker, to select a board of directors, perfect plans for incorporation and report on a possible location.

A board of directors consisting of 33 well known women of the city was chosen, and the Young Women's Christian Association was informally organized in July. Lack of space does not permit the inclusion here of the names of the women who worked on the organization plan; but interest in that plan was wide-spread. It was expected that the directors would move slowly at first, but so great was the demand for immediate action that they at once organized classes for

gymnasium work and Spanish, which seemed most in demand. On February 18, 1908, the Young Women's Christian Association was formally organized and the proper steps were taken for incorporation and temporary officers elected. On March 17, 1908, incorporation having been perfected, the first quarterly meeting was held in the First Presbyterian Church and the following officers were elected: Mrs. G. Aubrey Davidson, president; Mrs. Charles N. Clark, vice president; Miss Pauline Gartzmann, recording secretary; Mrs. H. P. Newman, corresponding secretary; Mrs. A. E. Frost, treasurer.

After careful consideration of many offers the house formerly occupied by the Cuyamaca Club at the northwest corner of Seventh Street and Broadway, was secured, and the young people were so eager for a home that they moved in before the house was really ready for occupancy; but everyone worked with a will, and on Easter Sunday, April 19, 1908, the house, which meanwhile had been moved north to the east side of Seventh Street, was dedicated with an inspiring service, and the Young Women's Christian Association began a work which they never intend to close, and which has grown to be one of the most vital organizations for the young girls of the community. A house secretary was engaged and a force of volunteer workers enlisted, and in the early summer the association opened the first cafeteria in the city. This at once became very popular with the young business women, while the adjoining lunch room was largely patronized by business men and shoppers.

The first general secretary was elected in the fall of 1908, and the association forged ahead so rapidly that it outgrew its first home in less than a year, and a lease was obtained of the second and third floors of the building being erected by the Thum Brothers on the Y. W. C. A.'s former site at Broadway at Seventh street, and on July 30, the new quarters were dedicated. This was the home of the association for twelve years, and here were maintained a rooming department, rest and reading rooms, a cafeteria and the executive offices of the various departments.

The growth continued to be remarkable, and plans were discussed for a permanent home. In March, 1910, the lot at the northwest corner of Eleventh and C streets was purchased for that purpose, but it was thought best to defer the campaign for a building until a more favorable time. In July, 1921, the association was again obliged to change its location, this time to temporary quarters at Sixth and C streets until the erection of the new central building made possible by the generous legacy of \$100,000, bequeathed to the association for that purpose by the late Captain B. M. Frees.

During the two years of the Panama-California Exposition the Young Women's Christian Association maintained an attractive lunch room and rest room adjoining on the balcony of the Foreign and Domestic Industries Building. It is estimated that more than 250,000 visitors were entertained in these rooms during the Exposition period.

Another service quietly rendered by the association with gratifying results during the Exposition was the maintaining of a lunch room and rest room exclusively for girls employed on the grounds. This was in the Pan-Pacific Building and was in charge of a secretary, who, by daily contact with groups of girl employees, came to know

270 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

more than 400 of them personally and to be a real friend and trusted counselor to the many who brought their problems to her for solution.

In 1917, the association, assisted by the War Work Council of the National Board, erected the Recreation Center on its lot at Eleventh and C streets. This consists of a fine gymnasium, swimming pool and club rooms, and here are centered the recreational and social activities of hundreds of girls of the "teen" age, both school girls and those employed. This center was maintained during the war by the National War Work Council. In connection with the Recreation Center the association has a boat house and barge and at Mission Beach a cottage for vacation days and week-end parties of girls.

During the war the local association co-operated in every way possible with the National Board in its extensive program of war work in San Diego and vicinity. This included the Hostess House at Camp Kearny, so successfully conducted for the soldiers and their women visitors; the rest rooms and tea-room in the California Building, for the sailor boys and their friends, and the Recreation Center which was opened once a week for a "Popularity Party" for the service men, with the girls as hostesses.

The San Diego Young Women's Christian Association has grown to such large proportions that mention can be made only of the various departments, each one in charge of a secretary specially adapted to her work:

1. A rooming department for permanent girls and transients.
2. A cafeteria that serves 12,000 meals a month.
3. Travelers' aid work in charge of two secretaries who care for the needs of about 400 travelers of various nationalities each month. This department alone would require much space to do it full justice.
4. Free employment bureau that finds positions for approximately 250 women and girls each month.
5. Girls' work department with two secretaries in charge of the student clubs, girl reserves and employed girls' clubs.
6. Gymnasium and swimming classes.

The association never forgets the four-fold nature of the girl and aims to develop the mental, physical, social and spiritual sides, making for an all-round symmetrically developed womanhood.

Space will not permit mention of the many splendid women who have given freely of their time and strength to the association either as members of the board of directors or as committee members. The association owes much of its success to their hearty co-operation with the young women of the secretarial staff whose lives are devoted to the needs of girls and to the upbuilding of Christian womanhood. The following women have served as president of the board of directors:

- 1908-9, Mrs. G. Aubery Davidson;
- 1910-11, Dr. Charlotte Baker, now president emeritus;
- 1911-19, Mrs. Philip Morse;
- 1919-21, Mrs. Carl Alex. Johnson;
- 1921, Mrs. Ernest Cleverdon.

The general secretaries of the Young Women's Christian Association who, as the title implies, have general charge of all departments and act as executive of the board of directors, have been as follows:

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 271

1908—Miss Anna Rice.

1909—Miss Helen King.

1911—Miss Ellen V. Cobb.

1915—Miss Alice M. Brookman.

1919—Mrs. Elizabeth Burrows.

1921—Miss Margaret O'Connell.

Ubach Council, No. 638, Young Men's Institute, was organized in 1910, holding its first meeting May 8 of that year in St. Joseph's Hall. Stephen McAuliffe was its first president.

Heffernan Institute, No. 76, Young Ladies' Institute, was organized November 12, 1916, Miss Loretta Provost being the first president.

CHAPTER XXII.

CITY AND COUNTY SCHOOLS

Until some time after the American flag was raised in San Diego the opportunities for education in that town were very limited. Some effort was made under Mexican rule to provide teachers, but it was hard to obtain them or keep them. Soon after the first city government was organized, a Miss Dillon was engaged and rooms were engaged for her pupils, but apparently school was kept very irregularly. In July, 1854, however, the authorities took action to receive the benefits of the state school funds and organized a school system. Miss Fanny Stevens was engaged as teacher, and thereafter school was maintained regularly in the community. A year later the school marshal reported that there were 117 children of school age in the county. Among some of the early teachers were Joshua Sloane, W. H. Leighton, James Nichols, Mary B. Tibbetts, Victor P. Magee, Miss Mary C. Walker and Miss Augusta J. Barrett, who in 1867 married Captain Mathew Sherman, for whom the Sherman School is named. Only elementary subjects, of course, were provided in early days.

The first school in the new San Diego was held in the old government barracks, still standing, in 1868, and Mrs. H. H. Daugherty was the teacher. In the same year, as the result of A. E. Horton's generosity, a school was opened in rented rooms at Sixth and B streets. Two years later on that famous school site at Sixth and B streets, there was built a school, and three teachers were provided. They were J. S. Spencer, the principal; Miss Lithgow, the intermediate teacher, and Miss McCoy, who had the primary classes. At that time, the records show, there were 243 pupils in the new town and 512 in the Old Town district. In 1871 another school, the Sherman School, was opened in Sherman's addition. Steady, continuous growth has been the record of the city school system since that time.

Joseph Russ, of the Russ Lumber Company in 1881, gave the city the lumber to build a school on the site of the present high school, and the structure was completed in 1882. In honor of the donor this was named the Russ School. In 1888 the high school took it. The steadily increasing number of pupils, however, made the structure inadequate, and in 1906 and 1907 plans were made for a new building, the nucleus of the large high school plant of the present day.

The cornerstone of the new high school was laid January 10, 1907. The main building of sixty rooms was erected at a cost of about \$200,000. Three more buildings were added to the school in 1912 and 1913.

The B Street School of the present day—no longer, however, used as a school—was built in 1889. The later-day Sherman School was

built in the same year. The old Logan Heights School came soon after that. In 1908, in addition to those schools just named, the city list included the old University Heights School, the Lowell, the Franklin, the La Jolla, Old Town, Roseville, Pacific Beach and Sorrento.

The present list of city schools includes twenty-three distinct and separate plants, comprising thirty-five permanent and fifty-six temporary buildings in which more than 16,000 pupils receive instruction from 544 teachers. The total cost of operating these city schools in 1920 was \$1,204,628, of which more than \$556,000 was spent on the high school alone. The physical plant of the school system in 1921 represents an investment estimated to be close to \$4,000,000, not including the cost of the land. The high school in 1921, occupied four permanent buildings, and, to relieve the crowded conditions of the city schools, two new junior high schools were being built. One will be in the Logan Heights district and its estimated cost is \$335,000; the other will be built at Upas Street and Park Boulevard and will cost \$330,000. The latter school will occupy a site recently granted by vote of the city from the expanse of Balboa Park.

An illustration of the manner in which education has been broadened in the San Diego schools in recent years may be had from the list of courses now open at the high school. They are mapped out on fifteen different lines, ranging from classical to vocational.

The growth of the high school has been remarkably steady. In the school year of 1908-09 the enrollment was only 769. For the year 1912-13 it was 1,518. For the year 1920-21 it was 2,298. The number of teachers at the high school in 1914 was seventy; the number is now ninety-five.

Recent principals of the high school are as follows:

Duncan MacKinnon, whose term ended in June, 1906, when he was made city superintendent of schools;

Edward L. Hardy, who served from September, 1906, to June, 1910, when he became head of the San Diego Normal School, now the State Teachers' College;

Arthur L. T. Gould, who was principal from September, 1910, to August, 1918;

H. O. Wise, principal from September, 1918, to June, 1921;

Thomas A. Russell, who became principal in September, 1921, and was still serving as this was written.

The free night school was opened January 31, 1916, with fourteen courses provided for students. Classes have been held at the high school ever since, and each year there has been a large attendance. In the 1920-21 school year there were 4,350 pupils enrolled in this school, and there were sixty teachers on the staff. The school has given courses in mechanical arts, drawing, applied art, mathematics, English, modern languages, science, citizenship, commercial subjects, home nursing and dietetics. The school has been particularly successful in educating foreign born citizens and residents, and the Americanization work has been extended to neighborhood classes.

The first recall election ever held in San Diego County and the only one so far held in that county came in December, 1918, as the result of a program carried out by a majority of the members of the city board of education. The three members recalled were Laura M.

Johns, Mary E. Lancaster and John Urquhart. They and Leva G. Jones, president of the board at that time, in the spring of 1918, voted against the retention as superintendent of Duncan MacKinnon, who had held the place since July 1, 1906. They followed this by engaging Guy V. Whaley of Vallejo to become superintendent and releasing some prominent members of the city teaching staffs, while other members resigned. About twenty teachers of the high school staff were discharged, and that led in June to a "strike" of the high school students, nearly all of the 1,800 pupils of the institution remaining out of school for several days and holding a large parade of protest against the board's position. This protest led at last to a recall campaign and a recall primary and election. At the primary, held November 19, Lena Crouse, Anna M. W. Connell and S. M. Bingham were nominated to oppose the three members whose recall was sought. Dr. Jones, president of the board, had resigned meanwhile. The recall election was held December 3, and the vote was strong for the recall.

Superintendent Whaley resigned on June 11, 1919, and on June 25, Henry C. Johnson, formerly of Ogden, Utah, was appointed in his place. He is the incumbent.

It seems only reasonable and fair to add that the dispute which ended in the recall originated from difference of opinion as to the administration of Duncan MacKinnon as city superintendent and that the result was regarded largely as a vindication of his position. Mr. MacKinnon was superintendent during one of the periods of the city schools' greatest growth. On leaving the educational field, he became president of the United States National Bank, a place which he still retains.

The State Normal School of San Diego, which in 1921 became a state teachers' college as part of a remodeled state plan of education, was established in 1897 by legislative enactment "an act establishing a State Normal School in San Diego County, California, and making an appropriation of \$50,000 therefor." This measure was approved by the governor on March 13, 1897, and the first meeting of the trustees was held June 3 of that year. The following trustees attended:

W. R. Guy, Victor E. Shaw and J. L. Dryden, all of San Diego; Thomas Toland of Ventura and John G. North of Riverside. The board elected Guy, who later became Superior judge, president, and Dryden's secretary.

The board on the next day selected the school's present site, known as the "College Campus" site, offered by the College Hill Land Association. Several other sites were considered.

While the new building was under construction, school was held in the Hill Block, at the northwest corner of Sixth and F streets. Samuel T. Black, superintendent of public instruction of the state, had been elected president of the school, on September 14, 1898, and he nominated the following faculty, which was appointed:

"Mr. Jesse D. Burkes, registrar and head of the department of mathematics; Miss Emma F. Way, preceptress; Miss Alice Edwards Pratt, head of the department of English; Mr. David P. Barrows, head of the department of history; Mr. Arthur W. Greeley, teacher

of biology; Miss Florence Derby, teacher of music; Miss Sallie Stark Crocker, teacher of drawing."

It is officially recorded that the school began with ninety-one students enrolled and that, in the words of President Black, "no other normal had had so auspicious an opening."

The cornerstone of the new building, an imposing structure, was laid December 10, 1898. The central part was completed and dedicated May 1, 1899. The east wing was started in the same year and in 1903 the west wing was added. The training school, which has been an important part of the plant, was finished in 1910; this was at first connected with the city school department, but in 1915 became part of the normal's control.

The enrollment has increased from the original ninety-one in 1898 to about 600 in 1921. The teaching staff in 1921 had grown to about thirty.

Since the beginning the following have acted as trustees of the school:

W. R. Guy.	M. L. Ward.
Victor E. Shaw.	George W. Marston.
J. L. Dryden.	Charles O. Chapman.
Thomas Toland.	Dr. John W. Stearns.
John G. North.	John S. Akerman.
John C. Fisher.	Philip Morse.
Charles T. Hinde.	Dr. Fred Baker.
Dr. R. W. Powers.	C. N. Andrews.
Isidore B. Dockweiler.	William T. Randall.
S. T. Black.	Willard B. Thorpe.
Z. B. West.	Ernest E. White.
George Fuller.	W. H. Porterfield.

The members of the board in 1921 were M. L. Ward, William T. Randall, Willard B. Thorpe, Ernest E. White and W. H. Porterfield.

On September 1, 1910, the resignation of President Black, in accordance with his determination to retire from active school work, was accepted, and Edward L. Hardy, who had been principal of the San Diego high school, was selected in his place.

Recent reports show that expenditures on the plant for buildings, equipment and similar purposes had amounted to more than \$300,000. In the first twenty years the sum of \$729,912 was appropriated for salaries, support, library and apparatus and printing. It was then computed that the cost of maintenance for each student enrolled had been \$168 and that the cost for each student graduated had averaged \$540.

Under both President Black and President Hardy the school has made steady and pleasing progress—a fact recognized not only by the people of the city, who naturally have been in fairly close touch with the work of the school, but among educators at large. The summer schools in recent years, under the direction of President Hardy, well known for his ability on educational and administrative lines, have attracted many students and accomplished much good.

The junior college, started in connection with the city high school, was transferred to the state normal school in 1921.

276 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

The reasons prompting this transfer were that the quarters of the high school had become badly crowded by 1921, that it seemed better anyway to conduct the work of the junior college as a plant entirely separate from the high school and the city at the time was unable financially to build and maintain such a plant. The normal school, then about to be changed to a teachers' college, was obliged to maintain collegiate courses of the liberal arts type, and if the junior college had not come under its wing there would have been in the city two collegiate institutions overlapping and duplicating in courses and purpose. The high school board, controlling the junior college, agreed to pay to the normal school in the fiscal year 1921-22 for the tuition of junior college students the sum of \$12,750.



STATE TEACHERS COLLEGE, SAN DIEGO

The last commencement of the school as a state normal school was held June 18, 1921, decision having been reached by the state authorities that it should be called, and assume the status of, a State Teachers' College, under the jurisdiction of a state superintendent of public instruction. The board of trustees was abolished in accordance with the new plan.

The 1921-22 administrative officers of the Teachers' College, which combines the San Diego Junior College with the State Normal School, are:

Edward L. Hardy, president; W. F. Bliss, vice-president and professor of history and political science (died September 4, 1921); Mrs. Ada Hughes Coldwell, dean of women and head of the department of vocational home economics; Arthur G. Peterson, dean of the junior college; Mrs. Florence Bryant Delano, registrar; Mrs.

Charlotte J. Robinson, librarian; Mrs. Edna Hartman Gillespie, faculty secretary; Mrs. Thekla K. Rice, business secretary.

The Teachers' College faculty is made up of the following:

Gertrude Laws, director of education; Caroline I. Townsend, assistant director of education; Mrs. Gertrude Sumption Bell, assistant director of education; William L. Nida, principal of the training school; Mary Benton, head of the department of fine arts; Mary M. Bower, assistant physical education; Vinnie B. Clark, geography; Katherine Cox, domestic science and art; Beulah Marker, assistant, fine arts; Charles R. Scudder, industrial arts; W. T. Skilling, agriculture and nature study; Florence L. Smith, English; Charles E. Peterson, director of physical education for men; Jessie Rand Tanner, head of the department of physical education.

The faculty of the Junior College is made up as follows:

Arthur G. Peterson, dean and professor of social economics; Mrs. Gertrude Sumption Bell, psychology; Mary Benton, fine arts; W. F. Bliss, history and political science; Vinnie B. Clark, geography; Katherine Cox, domestic science; Myrtle E. Johnson, biology; George R. Livingston, mathematics; C. E. Peterson, athletics; G. P. Sentes, chemistry; Lesley B. Simpson, William T. Skilling, astronomy; Florence L. Smith, English; Jessie Rand Tanner, physical education for women; William H. Wright, commerce.

The training school faculty includes these:

Catherine E. Corbett, class supervisor; Marie Louise Field, class supervisor; Winifred S. Hughes, industrial arts; Chesley Mills, training orchestra; Mabel M. Richards, class supervisor and supervisor of mathematics; Winifred F. Woods, librarian, and Edith C. Hammack, class supervisor.

San Diego County's schools—that is, those outside the city of San Diego—have kept pace with those of the city. Their growth in recent years has been remarkable. For the school year 1920-21 the total number of teachers outside the city of San Diego was 281, divided as follows: elementary, 201; high, 72, and kindergarten, 8. The enrollment of pupils in the same territory for that period was 7,973, divided as follows: elementary, 6,125; high, 1,571; kindergarten, 277.

The report of the county school superintendent for the whole county for 1920-21 gave the number of common or elementary school districts as 110, the number of union elementary schools as 7 and the numbers of districts in those unions as 23, the number of high school districts as 9 and the number of kindergarten districts as 6. The high school districts of the county outside the city, with the dates of their organization are as follows:

Coronado high, 1913;

Coronado evening high;

Escondido union high, 1894;

Fallbrook union high, 1893;

Grossmont union high, 1920;

Julian union high, 1891;

Oceanside-Carlsbad union high, 1892;

Ramona union high, 1894;

Sweetwater union high, 1920. (Formerly the National high school, organized 1895.)

278 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Miss Ada York, the incumbent, is the first woman who ever served as county superintendent of schools in San Diego County. She was appointed by the county supervisors to the place on August 6, 1921, to fill the vacancy left by the resignation of Frederick F. Martin, who went to the Pasadena schools to be business manager of the schools of that city. The list of county superintendents for the last forty years is as follows:

1880-2. G. N. Hitchcock.	1914-9. John Franklin West.
1883-7. R. D. Butler.	(Resigned, September, 1919.)
1888. G. N. Hitchcock.	1919-21. Frederick F. Martin.
1889-94. Harr Wagner.	(Resigned August, 1921.)
1895-8. W. J. Bailey.	1921. Miss Ada York.
1899-1914. Hugh J. Baldwin.	(Appointed August 6, 1921.)

The private schools of San Diego in 1921 include the following:

Academy of Our Lady of Peace.
 The Bishop's School for Girls, at La Jolla.
 California Commercial College.
 California Conservatory of Music.
 Kelsey-Jenney Commercial College.
 Montessori School, at La Jolla.
 Francis W. Parker School.
 San Diego Academy of Art.
 San Diego Army and Navy Academy, at Pacific Beach.
 San Diego Business and Academic College.
 San Diego Conservatory of Music.
 Sawyer School of Secretaries.
 Seventh Day Adventist School.
 Sloane School of Music.
 University Heights School. (Seventh Day Adventists.)

The Academy of Our Lady of Peace was established in 1882 by the Sisters of St. Joseph.

The San Diego Army and Navy Academy at Pacific Beach was organized eleven years ago by Captain Thomas A. Davis, formerly of the United States Army. The school has been successful from the start and has maintained a high standard.

The Scripps Institution for Biological Research, at La Jolla, has become one of the most important stations of the country in the collection of scientific data, and its fame has spread accordingly. The movement which resulted in the establishment of this station had its origin in a small tent laboratory started in the summer of 1892 at Pacific Grove, far up the coast, by a party of about a dozen persons from the University of California. Lack of funds prevented any pretentious experiments along this line for several years. In 1903, assistance being given by the Chamber of Commerce and others, notably Dr. Fred Baker, a temporary laboratory was set up at Coronado. To carry on the work so well started here, in a field especially adapted for the purpose, the Marine Biological Association of San Diego was organized in the fall of 1903. First officers were: H. H. Peters, president; Dr. Fred Baker, vice-president; H. P. Wood, secretary; Julius Wangenheim, treasurer; Professor William Ritter, scientific director; Miss Ellen B. Scripps and E. W. Scripps, directors. Except

for the first president and secretary, who soon moved from San Diego, the board remained the same for several years, Dr. Baker becoming president in the second year. F. W. Kelsay, W. C. Crandall and H. L. Titus were added to the list of officers, the first two becoming secretaries and Mr. Titus becoming vice-president and counsel. In August, 1907, as the result of offers of support made by E. W. Scripps and his sister, Miss Ellen B. Scripps, the biological station was established at La Jolla, taking Pueblo Lot No. 1289, of nearly 170 acres. To the support of the station from 1907 to 1911 Miss Scripps gave \$67,000, while her brother gave \$15,000. Construction of the first building began early in the summer of 1909 and was completed the next year. The station was transferred in 1912 to the control of the regents of the University of California. Liberal support in recent years has been given to the institution by Mr. Scripps and his sister. When the university took over the station, its name was changed to the Scripps Institution for Biological Research of the University of California. Dr. Ritter, in order to supervise its work, took up his residence in La Jolla in 1910 and has remained there since. W. C. Crandall is business manager. Resident biologists in 1920 included Dr. Ritter, F. B. Sumner, E. L. Michael, W. E. Allen and C. Essenberg. The chief buildings of the institution are a fire-proof research laboratory, with salt water aquaria; a two-story library building, a large salt water tank, a public aquarium building of wood, a concrete pier 1,000 feet long and twenty-eight residences for the scientists, assistants and workmen. Among subjects investigated are physical oceanography, taxonomy and distribution of marine animals, problems of the growth of organisms, problems of heredity and environmental influence and logic of biology. Study of oceanic conditions by investigators at the station has attracted wide attention.

CHAPTER XXIII

THE THEOSOPHICAL HOMESTEAD

One of the most interesting places in or near San Diego is the International Headquarters of the Universal Brotherhood and Theosophical Society, at whose head is Madame Katherine Tingley, one of the most interesting and forceful women of her times, whose remarkable genius has brought to the society world-wide fame. The Raja Yoga School and Theosophical University are among the principal parts of the great enterprise which has been established on Point Loma since February 23, 1897, when Madame Tingley laid the cornerstone for the first building, the home of the School of Antiquity, as it was called then. The site for the Theosophical Homestead, embracing several hundred acres, was bought by Madame Tingley in 1896. William Q. Judge, who had interested Madame Tingley in Theosophy, died in 1893, and named her as his successor. The work which she has done at San Diego has been in that capacity and has been carried on with a vigor whose results are seen in part in the magnificent homestead of the present day. After the death of Judge, Madame Tingley went on a tour of the world to organize the movement with which she had become enlisted. The Universal Brotherhood was established by her in 1898 at her home in New York, and at the convention of the Theosophical Society in Chicago a short time after that the Theosophical Society was merged into it. Madame Tingley was elected president for life, with power to appoint her successor. Under her direction the message of the society has been carried to nearly every country of the world and has brought to support of the movement many notable men and women, well known teachers, artists, musicians and others. They and their associates have done much to elevate the cultural side of San Diego.

In 1902 Madame Tingley became the owner of Fisher's Opera House, which thereupon was renamed the Isis Theatre, and from its stage the Theosophical leader and her associates have given the message of the movement on many occasions, Madame Tingley's words always being received with interest. On it, too, have been given many dramatic performances and musical entertainments by pupils of the institution's schools. At Point Loma the Theosophists built, several years ago, a Greek theatre whose beauty is unsurpassed by any similar structure in the country, according to all who have seen it.

Several times in the past the Theosophical leader has been made a target of litigation or attack, in which she has been vindicated, notably when objection was made, in 1902, to the bringing of Cuban children to the Point Loma school. The Commissioner-general of Immigration was sent to investigate and filed a report highly com-

mending the school and those at the head of it. In several instances newspapers which were led into adverse criticism of the institution have learned the facts concerning it and have then told the real story.

The list of enterprises set under the heading of the institution in the city directory of San Diego gives some idea of its scope and size. It is as follows:

Aryan Theosophical Press, Children's International Lotus Home, Isis Conservatory of Music, Isis Theatre (now the Colonial), Men's International Theosophical League, New Century Corporation, Point Loma Homestead, Raja Yoga School, School of Antiquity, School of Antiquity Operating Company, Theosophical Publishing Company, Theosophical University, Universal Brotherhood and Theosophical Society, Woman's Exchange and Mart, Woman's International Theosophical League. Among those who in recent years have been actively associated with Madame Tingley in these various units are: Frank Knoche, Clark Thurston, Professor and Mrs. William A. Dunn, J. H. Fussell, E. August Neresheimer, Mrs. Elizabeth C. Spalding, widow of A. G. Spalding; Gertrude W. Van Pelt, John Davidson, Clark Thurston, Ross White—these being only a few of the many.

One of the most notable tasks undertaken by Madame Tingley in recent years has been the abolition of capital punishment, which she has called "legalized murder." Akin with this has been her work for prisoners and unfortunates—a task in which her sincere humanitarianism has been made evident.

CHAPTER XXIV

THE CITY'S NEWSPAPERS

The story of San Diego's newspapers is one of the most important parts of San Diego's history—important not only because of its principal characters but because the newspapers have given a remarkably valuable picture of the town almost from the day of American occupation. And this part of the city's history is as interesting as it is important.

The first San Diego newspaper was the San Diego Herald, in whose career there were two outstanding participants—John Judson Ames, its gigantic editor, and Lieut. George Horatio Derby, whose fame as "John Phoenix," quaint humorist, had its origin in the very shadow of Point Loma. Since then San Diego has had its full share of newspapers, weekly and daily, all edited by able men, and reflecting much credit on the city. The opinion has often been expressed in recent years by newspaper men of standing that in no other city of similar size in the United States are there newspapers better than the three which now are published in San Diego. They are the San Diego Union and the Evening Tribune, owned by the Spreckels interests, and the San Diego Sun, member of the Scripps group of newspapers, whose real founder, E. W. Scripps, for some years has had his residence at Miramar, not far from the site of the present Camp Kearny, north of the city.

Ames was born at Calais, Maine, on May 18, 1821, the son of a shipbuilder and shipowner. When a young man Ames went as second mate on one of his father's ships to Liverpool. As the ship was tying up at Boston, it is related, Ames, who had tremendous strength, tried to stop a scuffle between his sailors and some tough boarding-house runners, struck one of the rowdies and, to his horror, killed him. Hardly had he recovered from the surprise occasioned by the blow before he was arrested. He was soon found guilty of manslaughter and sentenced to a term in prison, but was pardoned by President Tyler, to whom the facts of the case were made known. Ames after this continued his education for a time and then started a newspaper at Baton Rouge, La. When the gold rush to California started, he joined one of the early expeditions and arrived at San Francisco October 28, 1849. There he remained for about a year, making many warm friends, it appears, among the Masons, of whom he was a member and with whom he became formally associated in California Lodge No. 1.

In December, 1850, having made his plans to establish a weekly newspaper in San Diego, Ames issued a prospectus of his proposed Herald. He expected to get his materials in San Francisco, but was

disappointed and went to New Orleans and bought an outfit. In bringing this to San Diego Ames displayed a tenacity of purpose which if it had been maintained on more ambitious lines in Ames' later days must certainly have landed him in a high place. The boat which was carrying Ames' outfit on part of its trip across the isthmus sank, and the heavy materials went to the bottom of the Chagres River. The boatmen fished around and got a lot of Ames' machinery up, but could not raise the press standard, a heavy casting. Ames lost his patience, according to a story he told his friends later, jumped into the water and alone raised the tremendous weight. There were other difficulties in getting the machinery to the Pacific, one of these resulting from an attack of fever which came upon Ames at Panama, compelling him to wait and lose his passage on the mail steamer, which stopped at San Diego. At last Ames set out for San Francisco on a smaller boat, which sprang a bad leak, nearly sank and then ran aground, but at last got to its destination. At San Francisco Ames was just in time to lose more of his material by fire. At last, however, he reached San Diego, set up an office on the second floor of the building of what was then Fourth and California streets, owned by Hooper & Co., dealers in general merchandise in the new town of Gray and Davis, then seemingly an assured fixture. The first number of the Herald was issued May 29, 1851. It contained the following announcement by Ames:

"To Our Patrons—After surmounting difficulties, and suffering anxieties that would have disheartened any but a 'live yankee,' we are enabled to present the first number of the Herald to the public. We issued our prospectus in December last, and supposed at the time that we had secured the material for our paper; but when we came to put our hand on it, it wasn't there! Determining to lose no time, we took the first boat for New Orleans, where we selected our office, and had returned as far as the isthmus when Dame Misfortune gave us another kick, snagged our boat, and sank everything in the Chagres river. After fishing a day or two we got enough to get out a paper, and pushed on for Gorgona, letting the balance go to Davy Jones' Locker.

"Then came the tug-of-war, in getting our press and heavy boxes of type across the isthmus. Three weeks of anxiety and toil prostrated us with the Panama fever, by which we missed our passage in the regular mail steamer—the only boat that touched at San Diego—thereby obliging us to go on board a propeller bound for San Francisco. This boat sprang a leak off the Gulf of Tehuantepec—came near sinking—ran on a sand bank—and finally got into Acapulco where she was detained a week in repairing. We at last arrived in San Francisco, just in time to lose more of our material by the late fire! Well, here we are at last, as good as new, and just as our paper is going to press the thought occurs to us that we ought to make this explanation to those who gave us their subscriptions last December, to account for our tardy appearance.

"Now for a few words in relation to the course we shall pursue:

"In politics, the Herald will be independent, but not neutral; it will be the organ and engine of no party, but the impartial advocate of such measures as shall seem best calculated to promote the general

welfare of the state, and advance the local interests and prosperity of Lower California, or more immediately of the district of San Diego.

"Its design, however, will by no means be to engender any sectional jealousies, or to encourage any measures or feeling at variance with the unity and harmony of the state. Its paramount object will be to describe the localities and unfold the resources of 'the sunny and luxuriant regions of the south'—to watch over their social and administrative interests, and to promote their welfare by every legitimate means and influence which the press can employ.

"To the American residents in Lower California, the publisher will look for his principal support; and considering the expense of the undertaking and its immediate importance to the local interests of San Diego, it is hoped that the publication will meet with liberal encouragement.

"Among the inhabitants, however, of the northern districts, the Herald will expect to have many readers desirous to obtain authentic information and periodical intelligence from the south."

The Herald at that time was issued in four pages of four columns each and in the style of the period, with advertisements taking up half the front page. More than a column of the first page of the first issue was devoted to a list of letters remaining unclaimed in the San Diego postoffice. The advertisements were largely of San Francisco merchants, this being ample evidence of the manner in which Ames had gained the support necessary to start his paper. Reference already has been made to his connection with Senator William M. Gwin, who sought to divide California into two states, the southern doubtless to have had San Diego as its capital. The Herald's support of Gwin's schemes was evident almost from the first. So was the fact that Ames was to spend as much time as he could in San Francisco, where much of his revenue was forthcoming. While he was away in the north, his paper was edited by various friends, or an issue of two were dropped out of the year's total, or perhaps Ames was able to leave enough clipped material and local items so his foreman could get the paper out. That was the life for an editor!

When Ames was in the editorial chair and had his pen well in hand, he very often wrote forcefully and fearlessly. There is no doubt that his great size kept him out of some trouble, for it would have taken a very irate subscriber to dare to storm against such a powerful editor.

The Herald remained with the new town for about two years and then moved north to Old Town. The new town had begun to decline. Old Town had remained the county seat and also was the social centre of San Diego. When he moved, Ames enlarged the Herald from four columns to five and reduced his subscription rate from \$10 a year to \$5. He also announced with evident satisfaction that the Herald had been made the official newspaper of San Diego and San Bernardino counties; this meant that the Herald was to receive all legal notices or advertisements of those two vast sections of the Golden State.

Enter here George H. Derby, of whom more Americans probably have heard than of any other man who ever resided in San Diego.

The story of what he did has been told often, but a history of San Diego would be far from complete without at least a sketch of his career in San Diego, so here that is given:

Derby was a lieutenant in the army. But he was far more than an army man; he was a rollicking blade, a man to whom apparently no day was complete without its joke, sometimes absurdly "practical" and often somewhat forced and crude and sometimes, it has been said, rather rough. But with all his pranks, this droll madcap seems to have no real enemies, showing that a kindness of heart went with his play.

Lieutenant Derby came to San Diego to throw the channel of the San Diego river back into False (now Mission) Bay from which it had wandered, carrying much silt into the real harbor. One story told to explain his presence here at the time is that he had offended the dignity of Jefferson Davis, Secretary of War, by submitting some ludicrous suggestions for changes in the army uniform. One suggested innovation was the substitution of an orange for the pompon atop the army cap; in support of this Derby declared that the orange looked quite as good as the regulation pompon and in addition could be removed and sucked if the soldier grew thirsty. Another suggestion he made was for a hook in the seat of each pair of army trousers; this, said Derby, could serve to keep the mounted man in his saddle and in battle could be used by the file closers, with ringed poles, in keeping infantrymen from leaving the front. And, so the story has it, the irate Secretary of War was dissuaded by his associates from punishing the irreverent officer openly, but did execute a plan to "exile" him far from the madding crowd at Washington and its official and unofficial gayeties. Hence Derby's appearance at the southwest corner of the nation's rim. Whether the story is true matters not much, for it easily could have been true as far as Derby was concerned; this was just the kind of drollery in which he delighted and from which he became known pretty much as was Artemus Ward of his time.

Derby seems to have arrived in San Diego on his engineering tack about the first of August, 1853. Soon after Derby reached the town, Ames, who knew the army wag well, was seized with a desire to go to San Francisco and persuaded Derby to "sit in" as editor, describing Derby in the Herald as "a friend of acknowledged ability and literary acquirements." Derby must have turned his face aside to grin quietly as he accepted the responsibility, for before Ames had gone on the steamer the irrepressible joker had determined on an editorial riot whose merry echoes rang across the continent. Derby promptly changed the politics of the paper from Democratic to Whig, jested unmercifully at staid and respectable citizens and had all manner of fun with the names and aspirations of John Bigler, the Democratic candidate for Governor of California, and his Whig opponent, William Waldo. Derby's upset of policy and politics made a lot of fun in San Diego, but it probably did not strengthen Ames' position in his party or with the Democratic candidate for governor. When Ames returned, Derby sat down and wrote a purely imaginary story of a fight between Ames and the substitute editor, and this made more enjoyment for all who read the paper.

On October 1, 1853, Derby issued his famous "illustrated Herald," an issue filled with humorous stories with some local settings or illusions and embellished with "Illustrations" consisting of old woodcuts culled from the "ad alley," or advertising section, of the Herald plant. This droll conceit was reproduced later in the book of Derby's humor, "Phoenixiana," so called because Derby wrote under the name "John Phoenix." Two ballet dancers, for instance, were labeled as Harriet Beecher Stowe and the Duchess of Sutherland in conference; several cuts of houses were captioned with different imposing names, although the cuts were exactly alike. An imaginary railroad accident was illustrated with a small locomotive, two large cars, one upside down, and a set of false teeth to denote the wreckage.

Lieutenant Derby lived in San Diego for about two years, he and Mrs. Derby occupying a house which in later years was pointed out to visitors for that reason. He was in many ways a remarkable man, having a memory which enabled him to recite chapter after chapter from the Bible, and possessing also no mean engineering ability, a knack for quaint illustration and the ability to make an impromptu address; also he was a versifier of no mean merit and, as related, had a rich vein of humor. He was graduated from West Point with distinction in 1846, and served through the Mexican war. Ames compiled the first edition of Derby's "Phoenixiana" in 1855, Derby having gone East. Lieutenant Derby died May 15, 1861, at the age of thirty-eight, as the first shots of the Civil War were still resounding.

In 1856, Ames made a long visit to the East, returning with a bride, Mrs. Eliza A. Ames. She died on March 14, of the next year. A year or two later he married again, but by that time the many disappointments he had suffered had saddened him considerably, and the old fire of the editor was subdued. His first wife's grave had been desecrated by vandals; his home had been blown down in a gale; San Diego, instead of becoming a great city, was still a mere little village, and sleepy at that; there was little business for a newspaper and no prospect of improvement.

The last issue of the Herald was April 7, 1860. In several months before that the life of the paper was very much in the balance. Sometimes it was not published at all; sometimes it was printed on brown wrapping paper; some issues were only half-sheets.

Ames moved his plant to San Bernardino, where he published the San Bernardino Herald for about a year. He died July 28, 1861.

The press which Ames brought from New Orleans and which he fished out of the Chagres River in crossing the isthmus and on which the San Diego Herald was printed for nine years, is said to be the oldest in continuous use in the world. It is a Washington hand press, No. 2327, made by R. Hoe & Co., of New York in 1848. Ames used it first in printing a newspaper at Baton Rouge, La. After it served nine years at San Diego and a year at San Bernardino it was taken to Aurora, Nevada, then to California and printed the Esmeralda Star for about three years. Then it was taken to Independence, up in Inyo County, and on it has been printed the Inyo Independent ever since—more than half a century. There is a piece of printing machinery with a history!

In the days when there was no telegraph line to San Diego and news from the East had to come by steamer or stage, meaning a delay of weeks at best, the editor was hard put to it to fill his columns—a task much different from that of the modern editor, who frequently discards as much news or potential news matter as he sends to the printer. Eastern exchanges, often disappointingly slow in arriving, were the main source of information from the “back home” sections. Even these, however, did not always suffice to fill. Perhaps the printer of the old hand-set days was not equal to the task of putting enough into type. Then there were such “fillers” as the “official directory” of federal, state, county and local officers, and a list of California post offices, “with all corrections and additions,” and these frequently filled up a column and a half on the front page.

All through the Civil war period and for several years after the great struggle San Diego had no newspaper; there was little business reason for one in San Diego at that time; there would have been few readers for any periodical. In 1868, came the San Diego Union, started as a weekly, but, since 1871, a daily newspaper and one of the best morning newspapers on the Pacific coast. It was founded by Col. William Jeff Gatewood and Edward W. Bushyhead of San Andreas, Calaveras County. Mrs. Gatewood was a sister of Philip Crosthwaite, San Diego pioneer. He persuaded Gatewood to come to Old Town, where the northern man received assurances of support if he could start a paper there. He decided to make the move and persuaded Bushyhead, who was his foreman, to be his partner in the venture. Bushyhead on his arrival here was not enthusiastic over the little place, and his name as an owner did not appear on the paper at first. The Union, a modest four-page paper, made its bow to San Diego on October 10, 1868. It did not have an easy time, and the next spring Gatewood sold his interest to Charles P. Taggart, an attorney who did much in a short time to brighten the financial side of the venture. He sold out, however, in January 1, 1870. On June 30, of that year the Union was first issued from the new town started by Horton, having gone to it at Horton's solicitation. On March 20, 1871, the Union began to issue a daily newspaper in addition to the weekly, and publication of both has continued ever since. It is not within the province of this chapter to recount all of the history of the Union; space does not allow that. But some further mention of the men who have made it is necessary. Douglas Gunn, a man of real ability and a tireless worker, acquired an interest with Bushyhead on September 22, 1870. He remained with the paper until August, 1886. For some time under the Bushyhead-Gunn regime John P. Young, later managing editor of the San Francisco Chronicle, was on the Union staff. Bushyhead retired in June, 1873. He was well known not only for his newspaper work but as sheriff and chief of police. He died in March, 1907, at Alpine. Gatewood died March 27, 1888, having achieved much local fame as an attorney.

When Gunn retired, the newspaper went into the control of the San Diego Union Company, of which John R. Berry was manager. Gunn about three years later became the city's first mayor under its new charter. There were several changes in the ownership of the Union in the next few years, but the most important came in 1890,

when the Spreckels interests acquired the paper. In 1899, James MacMullen, who had become one of the foremost newspaper men of California, came from the San Francisco Call, of which he was managing editor, to become general manager of the Union, and he has remained in that post ever since. Closely associated with him is Edmund F. Parmelee, business and advertising manager of the newspaper, who has held that place since January, 1888, and who has been dean of the San Diego newspaper corps for more than a decade. George S. Bates was editorial writer for the Union for more than twenty years. He died January 3, 1917, his place being taken by the talented Edwin H. Clough, widely known also by his pen name "Yorick."

The Union in 1888, purchased the Daily Bee and in 1900 bought the plant of the Morning Call, which had been the San Diego Vidette. In September, 1901, the Spreckels interests acquired the Evening Tribune, which had been established in December, 1895. The Union and Tribune have been issued practically ever since from the same plant, although they are edited by separate staffs. The Union, according to the latest annual "A. B. C." audit, has an average daily circulation of 17,871, and a Sunday circulation of 25,757, while the Tribune circulation, according to the same audit, is 15,562. Each of these two papers has the full leased wire service of the Associated Press; in addition the Union has the Universal Service wire, and the Evening Tribune has the International News Service. Both the Union and Evening Tribune are Republican in politics.

When the Spreckels interests acquired the Union, that newspaper was published at 933 Fourth Street, between Broadway and E streets. In November, 1901, the plant was removed to the old Horton bank building at the southwest corner of Third and D streets and the building thereafter was known as the Union building. In 1907, the old structure was torn down to make room for the present Union building, first of the series of office structures erected in San Diego by John D. Spreckels. In 1914, the Union building annex, south of the main structure on Second Street, was built, and the Union and Evening Tribune occupy quarters in that. Their plant is thoroughly modern in every respect and one of the finest in the southwest.

The San Diego Sun, the other survivor in the list of newspapers started in San Diego, dates back to July 19, 1881. It was started as an evening newspaper by Mrs. Charles P. Taggart, wife of the well known attorney. Several well known San Diegans, including Horace Stevens, were identified with this newspaper in its early years. Its first office was in a small frame building on the east side of the plaza. In 1886, the paper was purchased by Warren Wilson of San Bernardino, who built the Sun building at the southeast corner of the plaza and thus made a new home for the paper. In February, 1889, the Sun was bought by Walter G. Smith and W. S. Simpson with money put up by the California National Bank. The bank took over the paper in January, 1891, and when the bank's failure came a few months later Wilson bought it back again. He in turn sold it in a few months to Paul H. Blades and E. C. Hickman, who obtained their money, or most of it, from E. W. Scripps, the newspaper publisher who later made his home at Miramar in San Diego County. In No-

vember, 1892, the Sun bought the San Diegan, which had been started in 1885. From the San Diegan there went to the Sun Frank D. Waite as editor, and he served in that capacity until 1908, remaining on the staff as associate editor for several years after that. Waite, who is still residing in San Diego, was one of the ablest and most respected editorial writers in Southern California. After the purchase of the San Diegan, the paper was issued for several years as the San Diegan-Sun. It became the Sun again in 1909. In March, 1901, Scripps and W. H. Porterfield, who had been a newspaper man for several years in the city, became joint owners of the property, Scripps acquiring control. Porterfield since then has been actively identified for most of the time in the management and direction of the newspaper and has been connected similarly with several other Scripps newspapers in California. George H. Thomas has been editor of the Sun since December, 1915, succeeding C. A. McGrew, who resigned to become city editor of the Union. The Sun's business manager since January 1, 1913, has been Walter S. Dayton.

The Sun has a large and substantial home at Seventh and B streets which it has occupied since 1908. Its plant is an excellent one throughout. For about ten years the Sun has had the full leased wire service of the United Press. In politics it is independent. The latest annual "A. B. C." audit gives it an average daily circulation of 14,918.

At least fifty newspapers other than those named have been started in San Diego, but all have been absorbed by more successful publications or have fallen by the wayside.

The pioneer editor and publisher of the new city was William H. Gould, who started the weekly Bulletin on August 21, 1869. Major Ben C. Truman bought a half interest in June, 1870, and remained with the paper for about a year and a half. W. W. Bowers, later congressman, was its business manager for a time. Early in 1872, it became a daily newspaper. Col. W. Jeff Gatewood bought the plant in 1872, and began issuing the World from it on July 25, of that year, the weekly and daily Bulletin being discontinued a few days before that. The World later was merged with the News, which was started in 1875, by Jacob M. Julian. The News was continued until 1882, when it was bought by the Sun, then about a year old. Among men who have been active in newspaper life in the city is Harr Wagner, well known in the educational field, who came to San Diego in 1887, to make a new home for the Golden Era, an old monthly magazine which had been published in San Francisco since 1852. His wife, who wrote under her maiden name, Madge Marris, was one of the most prominent contributors; others were Joaquin Miller, the poet, and Rose Hartwick Thorpe. Wagner for a short time leased the Vidette. The Golden Era, which long held a reputation as a magazine of western fiction and of literary merit, was moved back to San Francisco in 1895, becoming soon thereafter the Western Journal of Education.

CHAPTER XXV

SAN DIEGO'S WRITERS.

Given a region like that about San Diego—a land as alluring as the Greek islands, bathed by a sea as colorful as the Aegean and canopied by an Italian sky—a land redolent of the romantic past and throbbing with the life of the present—it was inevitable that hither would come poets and novelists, dramatists and essayists, historians and the tellers of tales.

And come they did.

Environment is vital to imagination. Lovers of letters are lovers of the beautiful; their inspiration is born of their surroundings; and nowhere more than in and around San Diego do land and sea and sky, history and hope, man and nature, provide richer material for the creative literary artist.

So they have come here. Some for a season; some for good; and all for inspiration.

And they began to come very early. San Diego had achieved a place in literature long before the present modern city had risen on the curving shore of the great Bay.

As long ago as 1835, Richard Henry Dana's immortal classic, "Two Years Before the Mast," introduced San Diego to the reading world and "put her on the map" of literature. His long sojourn at the little Portuguese fishing village of La Playa, near the ancient Spanish Pueblo of San Diego de Alcalá (the "Old Town" quarter of the present city) furnished him with the materials for his fascinating pictures of life in California before it had become a part of the United States.

It was to this same "Old Town" of San Diego that Helen Hunt Jackson, the poet and novelist, turned, fifty years later, for the dramatic closing scenes of that other immortal classic—"Ramona." In Father Ubach, the parish priest of the Old Mission (established in 1769, by the apostolic Franciscan Friar Junipero Serra), Mrs. Jackson found the model for her remarkable portrait of her "Padre Gaspara." There, too, in the old adobe mansion of the Estudillo family (now known to tourists as Ramona's Marriage Place, and used as a museum of local antiquities) the heroine and Alessandro were wed. The fame of "Ramona" has perhaps given many the impression that "H. H.," as Mrs. Jackson used to sign herself, will be remembered rather as a novelist than as a poet. Critics, however, dispute this. Emerson, in the preface to "Parnassus," and Thomas Wentworth Higginson, in "Contemporaries," both pay high tribute to her poetic genius.

A few years later, in 1894, another world-famous novelist came to San Diego in search of health and fresh inspiration—Beatrice Har-

raden. Fame had come to her the year before with the publication of her "Ships That Pass in the Night." She spent the winter of 1894-5, in "Windemere," a quaint cottage in La Jolla, where she developed her next novel, "Varying Moods."

At that time and ever since, La Jolla, the most picturesque part of San Diego, has been a Mecca for a constant procession of writers and musicians and painters, pilgrims in quest of beauty, the stuff of all the arts. And there two well-known writers, one a poet and the other a novelist, have settled for good and all.

At the foot of Mount Soledad lives Walt Mason, whose homely common sense and pungent humor are daily carried to his millions of readers in his poems with a "punch." And in his bungalow perched high up on the slope of the same mountain, overlooking La Jolla and the Pacific, lives Edwin L. Sabin, whose breezy stories of adventure and invigorating tales of the Big Outdoors have endeared him to all lovers of nature and life.

In the city proper lives another and widely different poet. John Vance Cheney has long occupied a position of the highest distinction in the field of letters. His exquisite and stately poems sustain in the current madness of so-called "free verse" the noblest traditions of classic dignity and chastened beauty of form. His presence in the community makes for culture in the truest sense.

Yet another San Diego poet, less widely known perhaps, but deeply appreciated by the discerning, is Fanny Hodges Newman. Her first published volume, "Out of Bondage," contains poems of rare quality, meaty with meaning and clothed in limpid English. Mrs. Newman's sure grasp of life's profoundest truths, and her ability to voice her thought so aptly, place her securely among contemporary poets who signify.

For the past ten years or so San Diego has been the home of Edwin H. Clough (better known by his pen-name of "Yorick"), one of the most brilliant and scholarly minds in America. Unfortunately, Mr. Clough's contributions to literature have been mostly brief fugitive essays appearing in the daily press, as was the case with the late Ambrose Bierce, the only other American writer at all comparable with him. Bierce's friends finally succeeded in collecting into a dozen volumes his scattered writings. A like effort should be made to preserve in permanent form these rare fragments of criticism, philosophy, satire and humor, of Clough's, for they are far too rare to lose.

Since the war Peter B. Kyne, the well-known author of popular short stories and successful novels, has resided almost continuously in the neighboring village of Del Mar, he having discovered the charm of this locality while stationed at Camp Kearny before going to France as a captain of artillery. His latest novel, "The Pride of Palomar," is an outcome of his sojourn here.

An old-time resident of San Diego is Mrs. Rose Hartwick Thorpe, whose best known poem, "Curfew Shall Not Ring Tonight," has probably done more duty as a "recitation" for budding elocutionists than any other "piece" in the English language.

Mary Payson, whose home is in the section of San Diego known as Loma Portal, is the author of many exquisitely fascinating poems

for children, as well as of several more significant poems whose words have been set to music and sung by prominent artists with marked success.

Another San Diegan whose work is rapidly widening his renown is William B. Hamby. Most of his stories, realistic tales of the Southwest and of "men who do things," have appeared in that goal of all ambitious new writers—the Saturday Evening Post. Some of Mr. Hamby's work has also been presented on the screen.

Across the Bay, in Coronado, Elizabeth Dejeans, the novelist, has lived for the past two of three years. One of her early successes, "The Tiger's Coat," has recently been picturized. Her latest novel, "The Moreton Mystery," is among her most popular books.

Close by, at the naval station on North Island, lives yet another successful story writer, Harriet Welles, the wife of Rear Admiral Roger Welles. Her stories, which appear in Scribner's and other high-grade magazines, are distinguished from the common run of popular fiction by their subtlety and underlying intellectuality.

Lucy Stone Terrill, the author of "A Thing Apart" and other novels and short stories, has for several years lived in San Diego.

Out of the thousands of stories submitted some years ago in a competition invited by "Life" one of the few prize-winners was written in San Diego by a San Diegan, Bertha Lowry Gwynne. The story was entitled "Up and Down," and, like Mrs. Gwynne's other work, it revealed strength and originality.

Noted playwrights have from time to time spent a season in and about San Diego, seeking here either inspiration for possible new plays or a sympathetic environment in which to write those already in mind. Among these may be mentioned George Broadhurst, who passed a recent winter in Coronado while writing his next season's play; and the late Frank Pixley, who passed away suddenly while busily at work in San Diego on another comedy.

Speaking of dramatists, mention must be made of Irving E. Outcalt, whose play "Admetus" is one of the finest pieces of dramatic blank verse in English.

Another playwright is H. Austin Adams, locally dubbed "The Sage of Coronado." Among his best known plays are "Ception Shoals," in which Madame Nazimova starred for one season; "God & Company," "The Bird Cage" and his latest, and what he regards as his strongest play, "The Locked Door."

Doubtless, as time goes on, more and more writers will be drawn to a spot so conducive to imagination, so filled with the visions whence literature derives its inspiration. A land where it is not only "always afternoon," but always delightfully free from the extremes of cold or heat, and almost always cloudless; a land of entrancing history and intriguing modernity; a land bedewed with wistful memories and big with future promise; a land of faery nestling in flowers and sunshine betwixt the everlasting hills and the soothing murmur of summer seas. In short, a paradise for such as long to give imagination voice through letters.

CHAPTER XXVI

MUSIC IN SAN DIEGO

San Diego's musical experiences during the early years of her growth were those common to all small communities, but the development of musical conditions during the last years has been rapid, permanent, and in many ways unique. In former years the town depended largely for its music on the local musicians and it is due to the high standard which they have always maintained that this rapid development has been possible.

The activities of modern club life and the formation of study clubs among serious minded people, eager to work and to learn have become important factors in the upbuilding of communities. The interchange of ideas, the spirit of friendly competition and the desire to learn from each other, stimulates interest, arouses ambition and helps the individual, the club and eventually the community.

The first stimulus to musical interest in San Diego came through a little club formed twenty-eight years ago (1893) by the best local musicians who met from house to house every two weeks, giving programs, studying the life and works of the composers and a general history of music.

This modest little organization developed gradually into the present Amphion Club of 1,500 members, one of the largest and best known clubs of the West, and undoubtedly the greatest factor in the cultivation of musical taste in San Diego. By bringing to San Diego the great artists of the world, the Amphion Club has created a taste and demand for the best in music and during the last five years the following artists have been presented by the club to its members and to the public:

Mischa Elman, Percy Grainger, Flonzaley Quartet, Louis Graveure, Cherniowsky Trio, Maud Powell, Leopold Godorosky, Mrs. MacDowell, Theo Karle, Lucy Gates Luteci Trio, Rudolph Ganz, Charles Cadman, Max Rosen, Frances Alda, Havrah W. H. Hubbard (operalogues), Murphy and Alcock, Isadora Duncan, Dancers and George Copeland, Jascha Heifetz, Galli-Curci, Stracciari, Lazzari, Cortot, Fanning, Thibout, MacBeth, Moisewitsch, Rothwell and Noak Quartet, Amato and Kittie Beale, Frysh and Salzedo Harp Ensemble, Pavlowa, Jordan and Gardner, Josef Hofman, Tetrzzini, Los Angeles Philharmonic Symphony, New York Philharmonic Orchestra.

In presenting to this city the wonderful outdoor organ in the park, John D. Spreckels and his brother, Adolf B. Spreckels, laid the foundation for a music center with possibilities for musical development which can and undoubtedly will make San Diego unique among cities of the world. It was the wonderful possibilities of the place, the beauty of the setting and her love for San Diego which gave Madame Schumann-Heink the idea of making this city the "American

Beyreuth" with plans for a week of opera, which, had it not been for the war, would have taken place the summer of 1917.

With Metropolitan Opera cast, chorus, orchestra and conductors, this would have undoubtedly been the greatest open-air opera festival ever held anywhere—the first, she hoped, of many annual summer festivals here.

This out of door organ, the only one in the world so situated (with an original cost of \$125,000) has been maintained at the private expense of John D. Spreckels who has engaged Dr. H. J. Stewart as permanent official organist, and also a resident tuner to keep the organ in perfect condition.

What other city can boast a free organ concert every day for seven years? But here, in this beautiful spot, under ideal climatic conditions, Dr. H. J. Stewart, official organist since the dedication of the organ in 1915, has given a concert program every afternoon (with the exception of a few rainy days in the winter season) and has interested thousands of music lovers.

The Exposition, too, with its many concerts was a great help in the development of musical interest here, and many great artists, orchestras, organists, bands and choirs were here during the two years of the Exposition. Here, at the organ pavilion, Schumann-Heink sang to 28,000 people in June of 1915; Damrosch Symphony Orchestra of New York gave two concerts to capacity audiences, here also appeared in successful concerts, Ellen Beach Yaw, Cecil Fanning, Marcella Craft, George Hamlin, Mormon Choir, Lucy Gates, John Doane, Julia Heinrich, William Carl, Hugo Goodwin, Creatore's Band, Tommasino's Band and many others.

The music teachers of the city are affiliated in the local branch of the California Music Teachers' Association, and through their interest and untiring efforts in this work have made the San Diego organization one of the most important in the state. Three times during the last six years the state convention has met here and every year, members from the San Diego branch have had an important place in the annual convention programs. It is due to the efforts of the Music Teachers' Association that music is to be accredited one full point in the high schools of the state.

The Professional Musicians Guild is a unique organization of the best professionals of the city who have united in an effort to establish a better business basis for the financial betterment of the local music profession. Although organized as recently as 1916, this club has already proved of invaluable service to its members.

The lure of the Southland, together with the high standard of music already established here has attracted to this congenial atmosphere some of the leading artists of the world. Already Madame Schumann-Heink and Carrie Jacobs Bond have established their residences in San Diego and have been most co-operative in every beneficence that makes for the development of this city.

For permanent and constructive growth it is necessary that the artistic as well as the business resources of a city be encouraged and developed, and so to those who are interested in the permanent growth of this city it is most gratifying that during these years of civic progress, the artistic development of San Diego has kept pace with its commercial growth.

CHAPTER XXVII

THE PUBLIC LIBRARY

It has required many years of time and much effort to bring the fine public library of San Diego up to its present status, that of a much used and rapidly growing institution, whose needs are recognized by all citizens and the value of whose service has become apparent to all.

The beginning of the public library dates back to January 24, 1870, when a meeting of citizens was held in the Baptist Church and the Horton Library Association was incorporated, the organization proceeding from the promise of A. E. Horton to donate some 600 volumes which he had obtained from Hubert Howe Bancroft, the historian, in exchange for some lots in the new San Diego. There was some misunderstanding, and Horton withdrew his offer. Thereupon a new plan was adopted, and the San Diego Library Association was formed. Its first officers were: G. W. B. McDonald, president; A. Pauly, vice-president; E. W. Morse, treasurer; C. Dunham, recording secretary; Daniel Cleveland, corresponding secretary; G. W. B. McDonald, G. A. Jones, J. Allen, C. Dunham, J. W. Gale, Daniel Cleveland, A. W. Oliver, A. Pauly, and J. M. Pierce, trustees. On March 1, 1872, the San Diego Free Reading Room Association was organized to provide a place where citizens could read periodicals, until a regularly appointed library building or rooms could be had. First officers of this association were: Charles S. Hamilton, president; George W. Marston, vice-president; R. C. Grierson, secretary; E. W. Morse, treasurer; W. A. Begole, Bryant Howard and S. G. Reynolds, trustees. Daniel Cleveland was also active in the work of the organization. The reading room was established on Fifth Street, next to the post-office and was kept open twelve hours a day, beginning at 10 A. M. Mr. Horton in 1873 gave the Bancroft books to this association. On May 19, 1882, the San Diego Free Public Library was organized, these being the first officers: Bryant Howard, president; E. W. Hendrick, secretary; George N. Hitchcock, treasurer; Bryant Howard, E. W. Hendrick, George N. Hitchcock, George W. Marston and R. M. Powers, trustees. Interest in the library movement had become aroused to a considerable extent by that time, and the Commercial Bank offered the free use for six months of a suite of five rooms in its building. This offer was accepted, many citizens made donations of books and money, and the library was put on a sound basis, from which it has not been disturbed, although its friends at times have felt that it was not receiving enough financial support from the city. The library rooms were formally opened to the public on July 15, 1882, with Archibald Hooker as librarian. He was succeeded on

August 6, 1884, by Augustus Wooster, who served until September 6, 1887, when Miss Lou Younkin became librarian. She was succeeded by Miss Mary E. Walker in December, 1895, and Miss Walker was followed by Mrs. Hannah P. Davison in May, 1903. Mrs. Davison was succeeded by Miss Althea Warren in February, 1916.

In 1889 the library took a four-year lease on rooms in the Consolidated Bank Building. At the end of the lease period, the library went to the St. James Building, Seventh and F streets, directly over the postoffice. In April, 1898, the library made another move, to the upper floor of the Keating Building, Fifth and F streets, where it remained until the present fine building was finished. In June, 1899, Mrs. A. E. Horton, then secretary of the board of library trustees, wrote to Andrew Carnegie, who at the time was giving funds to start many libraries in the United States, and told him what San Diego's needs were. Carnegie sent the following reply from Scotland:

Skibo Castle, Ardgay, N. B., 7th July, 1899.

Mrs. A. E. Horton,
Free Public Library, San Diego, Cal.

Madam:

If the city were to pledge itself to maintain a free public library from the taxes, say to the extent of the amount you name, of between five and six thousand dollars a year, and provide a site, I shall be glad to give you \$50,000, to erect a suitable library building.

Very truly yours,

ANDREW CARNEGIE.

To the \$50,000 originally promised Carnegie later added \$10,000 to meet new requirements.

Over the question of a suitable site there was a long controversy, which was terminated at last by the purchase for \$17,000 of the half block on E Street between Eighth and Ninth streets. The city sold a lot which it owned on Fifth Street between C Street and Broadway, for about \$9,000, and the rest was raised by private subscription, in which was included \$600 from the Wednesday Club, an organization of women who were always active in civic works of this kind.

Carnegie's gift was the first of the kind which he made in California but, because of the delay in agreeing upon a site, the San Diego Library was not the first Carnegie library actually to be finished in the state, Oakland's being completed first. Construction of the San Diego library building was begun December, 1900, the architects being Ackerman and Ross of New York, who were architects for the Congressional Library at Washington and for many smaller library buildings in the United States. The cornerstone was laid March 19, 1901, with Masonic ceremonies, Grand Master J. A. Foshay of California, being in charge. Judge M. A. Luce delivered the oration of the day, and Mrs. A. E. Horton read a historical sketch, which included the following:

"A slight historical sketch of this building movement will not be out of place at the present time. In June, 1896, a paper was read before the Wednesday Club of this city on 'Public Libraries' giving also a statement of our needs. After the discussion of the paper, a

vote was taken, that whatever was done outside the literary work of the club should be for the benefit of the library fund.' Two entertainments were given and a subscription raised, the proceeds amounting to \$500 which sum was later given towards the purchase of this site. In October, 1897, the secretary of the board of library trustees wrote to Mr. Carnegie asking him for pictures of the buildings he had donated for library purposes to be exhibited in San Diego. He generously responded, sending the pictures, paying all expenses, and expressing an interest in the work. The correspondence was continued in 1898, and in July, 1899, Mr. Carnegie wrote: 'If the city were to pledge itself to maintain a free public library from the taxes, say to the extent of the amount you name, of between five and six thousand



PUBLIC LIBRARY, SAN DIEGO

dollars a year, and provide a site, I shall be glad to give you \$50,000 to erect a suitable library building.'

"The mayor and city council were informed of the offer, and in November, 1899, a vote of thanks and acceptance of the conditions were passed by the council. In December, 1899, the lots lettered D, E, F, G, H and I, in block 47 of Horton's Addition to San Diego, were purchased for the building site, the city paying \$9,000 and the remaining \$8,000 of the purchase price was contributed by public-spirited citizens. In December, 1899, competitive plans were advertised for and in April, 1900, the plan of Ackerman & Ross of New York City was accepted. Work on the building was begun in December, 1900. We hope to have it ready for occupancy during the early summer months."

The library moved from the Keating Block into the new structure in April, 1902.

In 1908 the library had only about 27,000 volumes. That number has grown to about 90,000 in 1921.

San Diego has one of the highest circulation averages in the entire country, a reading tendency which has been encouraged by the policy of the library trustees in allowing any one person to take out five books at a time.

Since modern public library administration in the United States now aims to bring books within a mile's walk of every citizen in the city, San Diego has tried to extend book service through the ninety-six square miles of its area. The trustees have tried to supply books and an attendant wherever community interest was active enough to raise funds for a library room and equipment. The first branch was started in 1909 in La Jolla, where a local library association had been incorporated and owned a lot and small building. By contract with this association the city library gives La Jolla its per capita share of the annual library tax, in return for free library service to La Jolla citizens. By public subscription and a generous gift from Miss Ellen B. Scripps, the La Jolla Library Association has recently erected a beautiful building at the northwest corner of Girard and Walls streets. It is in the Spanish renaissance style, with an out-door reading garden, and a picture gallery as well as beautifully equipped children's, reference and circulation departments. The building was designed by W. Templeton Johnson, a San Diego architect, and cost \$37,000. It was opened on October 10, 1921.

By a group of citizens in University Heights funds were raised for a small frame building, which was completed in April, 1914. It was situated on the grounds of the Garfield School, but after the school's site was changed, the city bought in 1920 a lot on the southeast corner of Howard and Park Boulevard, just opposite the Normal School, to which the library building has been moved. A few months later the Women's Club of Pacific Beach offered space in their club house for a small branch in that suburb, and have since built an addition for the library room.

The largest branch of the public library is at Logan Heights. Like all the others, the place and furnishings were at first provided by people of the community. As Howard Welty, principal of the Garfield School, had been the inspirer of the University Heights Branch, so Mrs. Mabel O'Farrell, principal of the Logan Heights School, organized her neighborhood into contributing for a library. A store at 28th and Marcey streets was rented for two years and the library opened there in January, 1915. When the lease expired the quarters had been outgrown, so that the branch was moved in July, 1917, to a larger store building on the Logan Avenue car line at the corner of 26th Street. Now with fewer than 5,000 volumes, the branch has a circulation of 6,000 books a month. Ocean Beach citizens, with Miss Kate Spani, principal of the elementary school, as their leader, followed the example of Logan Heights and University Heights in 1916 by raising funds to furnish a branch library. A real estate firm contributed a room in a building on Abbott near Santa Monica Street, where the library has continued to the present day. During the war a branch library was maintained in the Science of Man Building in Balboa Park, which was chiefly patronized by boys in the Naval Training

School. Public library books were at the same time sent to all other military, naval and marine camps in the city and county. When in 1917 the main library was unbearably overcrowded, George W. Marston gave space on the fourth floor of his department store for a branch which served over a hundred tourists and shoppers daily. After an annex for the reading-room and children's department of the main library was rented in the Edmonds Building, the congested conditions were overcome so that Mr. Marston's branch was discontinued in August, 1921. At present branch libraries are being developed through the public schools. In line with a plan developed by the mayor and the superintendent of schools, it is hoped to make each school building into a community center, with its playgrounds and branch libraries as part of its equipment. A branch in the Washington School auditorium has been operated in accord with this policy since January, 1917; a smaller collection in the Stockton School has been open to two evenings a week to the adults of the neighborhood since 1920, and in September, 1921, a large library room in the new Grant School annex was opened for the residents of Mission Hills.

For centers too small to maintain branch libraries, a system of small deposit collections (from 25 to 1,000 volumes in each deposit) has been ably and energetically developed in the past six years by Miss Margaret Detrick. Books are placed in each of the city schools, in all private and parochial schools desiring book service, in drug stores and groceries of outlying districts, in club rooms, fire stations, institutions, factories or department stores—anywhere, in short, where citizens desire books, and will be responsible for their care and circulation. More than a fifth of the annual circulation in San Diego is through this channel.

The main library is organized into three departments for circulation, reference and cataloging. The circulating department issues books every week day from 9 A. M. to 9 P. M. Children's books are in a room in the annex, where story hours are held every Saturday morning during the winter season and lessons given to school classes on the use of the catalog.

The reference department has three auxiliaries, which are the club study bureau, in charge of Mrs. H. P. Davison, librarian emeritus, the business room, with its document depository of all federal and state publications; and the periodical reading-room. A collection of local history is a specialty of the reference department. It includes the only known file of the Herald, San Diego's first newspaper, published from 1851 to 1859, and a complete bound set of the San Diego Union.

In 1920 the library owned twice as many books as it did in 1910; had three times the appropriation, four times as many employees, and eighteen times the circulation. The city, according to a charter amendment passed in 1919, accords the public library a minimum tax appropriation of 6c on every \$100 worth of property valuation, and allows the library fines collected on overdue books, in addition. For 1921 the tax was \$58,783.30.

CHAPTER XXVIII

THE CHAMBER OF COMMERCE

To measure accurately the accomplishments of the San Diego Chamber of Commerce in the years of its existence is, of course, impossible. Yet it may be set down, without fear of contradiction, that it has been at the very forefront in all those years in all of the thousand and one movements for the civic, commercial and industrial development of the city and its suburbs. In these unnumbered tasks its officers and directors and members have given unselfishly of time, money and effort, realizing for the most part, that there could be no immediate reward for them except the satisfaction arising from having done well for the advancement of the city of which they all felt proud and whose material progress they were eager to assist.

It has been aptly said that membership in the Chamber has been considered the duty of the San Diego business man and an election to office in it a signal honor. Realization of this has kept always in its ranks active business men whose principal purpose in joining and attending and working was to help San Diego as a whole. In recent years the San Diego Chamber of Commerce has broadened its field of activity in many directions but in none, perhaps, has it done more pleasing service for the community than in welcoming to San Diego the many distinguished guests of the city and seeking to attend to their wants, not only of comfort but of information about the city and its life. The more recent importance of San Diego as a great naval base has made this part of the program doubly important.

In a recent summing up of its activities from the first this statement regarding the chamber was prepared for distribution to its members:

"In the forty-five years of its existence the Chamber of Commerce has been zealous and faithful in its endeavors to accomplish the purposes as promulgated by its founders. It has either initiated or assisted in the consummation of every important movement for the larger development of the community. It has rendered valuable service in disseminating knowledge throughout the world pertaining to our rare equability of climate, the various prolific resources of our soil; the special advantages of our harbor as the natural seaport of Southern California, and the certainty of our development into a great commercial and manufacturing city."

This organization, first known as the Chamber of Commerce of San Diego County, was formed in January, 1870, at the store of David Felsenheld. It is recorded that those who met at this first session were David Felsenheld, E. W. Morse, Aaron Pauly, A. E. Horton, J. W. Gale, D. Choate and Joseph Nash, all of whom have been iden-

tified with the progress of the city. The preamble to the constitution that was drawn up states the purpose of organization thus: "To take some practical steps to unite the business men of the city for the better promotion of the public interest; to give reliable information of the commercial advantages of our harbor, and of our natural position as an overland railroad terminus on the Pacific coast."

These were the first officers: President, Aaron Pauly; vice president, G. W. McDonald; secretary, Joseph Nash; treasurer, A. E. Horton.

The officers wasted no time in preliminaries, but went to work on what seemed then to be the most pressing business—the need of competition in steamship service between San Diego and San Francisco. Advertising matter displaying the advantages of the city was soon prepared and distributed, road-building was encouraged and other steps were taken to assist in the development of the city and surrounding country.

In the years that have elapsed since the organization of the San Diego Chamber of Commerce it has always been active in encouraging harbor development. Another purpose always kept at the front was the building of a direct railroad outlet to the east. Its activity on that line began with the hope that the Texas and Pacific would build to San Diego and was maintained up to the completion of the San Diego and Arizona Railway—from the dream to the accomplishment.

In the last few years the Chamber of Commerce seems to have built up a closer and more beneficial co-operation by its directing heads and the representatives from San Diego in legislative halls of state and nation. This co-operation, always of the most laudable kind, has been especially exemplified in recent years by the excellent work done at Washington by Congressman William Kettner.

William Kettner went to Washington first in 1913, and it requires no keen analysis of his thoughts or confirmatory statement from any source except the records to support the statement that his principal aims were to serve his country and district to the very best of his ability as a business man. He knew that oratory was less important than the clear-cut presentation of compelling facts. He maintained an armament of facts, largely through the co-operation of the Chamber of Commerce, and he presented those facts to his colleagues in such a tireless manner and convincing array that San Diego soon began to reap the harvest of government recognition to which her natural advantages had for years entitled her.

To record in full what Congressman Kettner did for San Diego in this way would require pages of text—and his fellow workers in Congress will gladly testify that this is no exaggeration. Yet when he returned to San Diego to resume his work as a private citizen and to take care of an insurance business which he felt he could no longer afford to neglect, one of his first utterances was in praise of the manner in which the San Diego Chamber of Commerce had assisted him in gathering facts by which he could press his claims.

To William Kettner and the forces working with him San Diego today owes, to a large degree, its naval training station, naval fuel station, naval hospital, marine base and other government establishments in or near San Diego.

That the record may be kept straight, it may be set down here in exact truth that although—to use a homely phrase of the times—Congressman Kettner and his assistants “brought home the bacon,” they were not dipping into a dirty pork barrel to get it, but were working day after day to make plain the real, legitimate advantages which San Diego offered as a base of government activity, especially as regards the navy.

The Chamber of Commerce has not always had easy sailing. There have been arguments and a few disputes, some more or less acrimonious, regarding some of its policies; but in the great aggregate it has performed a notable work for San Diego. The boom of 1888 made the task of the Chamber hard; its slumping aftermath made necessary a reorganization and a campaign to get it out of debt.

After the reorganization following the boom the Chamber made its home in the Tremont House on Third Street, between C and D. A few years later it took rooms on F Street, then removed to Fourth and C streets, and later to the corner of Sixth Street and D (now Broadway). In the spring of 1908 the Chamber took its present home in the basement of the Elks building, at the northwest corner of Second Street and Broadway.

In November, 1915, the Chamber changed its name to “San Diego Chamber of Commerce.”

The list of officers is a list of men prominent in the city's progress and is therefore reproduced in full. In the compilation of this list the writer gladly acknowledges his indebtedness to William E. Smythe's history and to the assistance of present officers of the Chamber in filling out that list. It is as follows:

- 1870—January 20—President, Aaron Pauly; vice president, G. W. B. McDonald; secretary, Joseph Nash; treasurer, A. E. Horton.
- 1870—March 3—President, Aaron Pauly; vice president, Dr. D. B. Hoffman; secretary, Joseph Nash; treasurer, J. W. Gale.
- May 5—Joseph Nash resigned as secretary and David Felsenheld was elected.
- May 30—J. W. Gale resigned as treasurer and Charles Dunham was elected.
- 1871—President, G. W. B. McDonald; vice president, J. S. Gordon; secretary, S. W. Craigie; treasurer, C. Dunham.
- 1872—President, G. W. B. McDonald; vice president, W. W. Stewart; secretary, S. W. Craigie; treasurer, C. Dunham.
- 1873—President, J. S. Gordon; vice president, J. M. Pierce; secretary, W. W. Stewart; treasurer, C. Dunham.
- 1874—President, J. S. Gordon, first vice president, A. H. Gilbert; second vice president, S. W. Craigie; secretary, W. W. Stewart; treasurer, C. Dunham.
- 1875—President, W. W. Stewart; first vice president, E. W. Morse; second vice president, Jos. Tasker; secretary, M. A. Luce; treasurer, C. Dunham.
- 1876—President, W. W. Stewart; first vice president, E. W. Morse; second vice president, W. A. Begole; secretary, W. R. Porter; treasurer, C. Dunham.
- 1877—President, J. M. Pierce; first vice president, A. H. Gilbert; second vice president, W. A. Begole; secretary, W. W. Bowers; treasurer, Jos. Tasker.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 303

- 1878—President, J. M. Pierce; first vice president, W. A. Begole; second vice president, A. H. Julian; secretary, George W. Marston; treasurer, Joseph Tasker.
- 1879—President, Charles S. Hamilton; first vice president, E. W. Morse; second vice president, W. L. Williams; secretary, S. Levi; treasurer, Joseph Tasker.
- 1880—President, George W. Hazzard; first vice president, A. Klauber; second vice president, J. M. Pierce; secretary, S. Levi; treasurer, J. S. Gordon.
- 1881—President, George W. Hazzard; first vice president, E. W. Morse; second vice president, George W. Marston; secretary, S. Levi; treasurer, J. S. Gordon.
- 1882—President, S. Levi; first vice president, J. H. Simpson; second vice president, G. G. Bradt; secretary, D. Cave; treasurer, W. S. Jewell.
- 1883—President, Arnold Wentscher; first vice president, George W. Marston; second vice president, M. S. Root; secretary, C. H. Silliman; treasurer, George W. Hazzard; Mr. Wentscher resigned a few weeks after his election and G. G. Bradt was elected president.
- 1884—President, George W. Marston; first vice president, J. H. Simpson; second vice president, John M. Young; secretary, C. H. Silliman; treasurer, George W. Hazzard.
- 1885—President, D. Cave; first vice president, J. H. Simpson; second vice president, E. W. Morse; third vice president, Joseph Winchester; secretary, J. H. Simpson, Philip Morse; treasurer, George W. Hazzard.
- 1886—President, J. H. Simpson; first vice president, Philip Morse; second vice president, D. C. Reed; third vice president, J. S. Gordon; secretary, L. S. McLure; treasurer, John N. Young.
- 1887—President, G. G. Bradt; first vice president, Judge George Puterbaugh; second vice president, J. W. Burns; secretary, F. R. Wetmore; treasurer, Theo. Fintzelberg.
- In 1888 a new Chamber, called the Chamber of Commerce of San Diego County, was formed, and for a time there were two. They were consolidated in October. G. G. Bradt was president of the old organization, and J. A. McRea of the new one.
- 1888—President, G. G. Bradt, J. A. McRea; first vice president, Douglas Gunn; second vice president, J. W. Burn; recording secretary, F. R. Wetmore; financial secretary, Theo. Fintzelberg; treasurer, John Ginty.
- 1889—President, Douglass Gunn (resigned and John C. Fisher succeeded); secretary, J. C. Amendt (later George N. Nolan).
- 1890—President, John Kastle; vice-president, Frank A. Kimball; second vice president, F. H. Cunningham; secretary, George N. Nolan; treasurer, C. D. Long.
- 1891—President, Daniel Stone; vice president, Douglas Gunn; secretary, Benjamin Lake; treasurer, Theo. Fintzelberg.
- 1892—President, Daniel Stone; vice president, F. A. Kimball; second vice president, H. P. McKoon; secretaries, Conrad Stautz, F. H. Bearne and R. H. Young.

- 1893—President, H. P. McKoon; vice president, John Sherman; second vice president, Charles S. Hamilton; secretary, R. H. Young; treasurer, George W. Dickinson.
- 1894—President, H. P. McKoon (died August 19, 1894, and was succeeded by John Sherman); vice president, John Sherman; second vice president, George W. Marston; secretary, R. H. Young; treasurer, George W. Dickinson.
- 1895—President, R. V. Dodge (acted one month and was succeeded by Philip Morse); first vice president, Philip Morse; second vice president, John N. Young; secretary, R. H. Young; treasurer, George W. Dickinson.
- 1896—President, Philip Morse; first vice president, R. V. Dodge; second vice president, U. S. Grant, Jr.; secretary, V. E. McConoughey; treasurer, J. E. O'Brien.
- 1897—President, Philip Morse; first vice president, R. V. Dodge; second vice president, R. M. Powers; secretary, V. E. McConoughey; treasurer, J. E. O'Brien.
- 1898—President, R. A. Thomas; first vice president, R. V. Dodge; second vice president, George W. Marston; secretary, V. E. McConoughey; treasurer, J. E. O'Brien.
- 1899—President, George W. Marston; first vice president, G. H. Ballou; second vice president, W. L. Frevert; secretaries, R. V. Dodge, H. P. Wood; treasurer, J. E. O'Brien.
- 1900—President, George H. Ballou; first vice president, W. L. Frevert; second vice president, G. W. Jorres; secretary, H. P. Wood; treasurer, J. E. O'Brien.
- 1901—President, George H. Ballou; vice president, W. L. Frevert; second vice president, G. W. Jorres; secretary, H. P. Wood; treasurer, Nat. R. Titus.
- 1902—President, W. L. Frevert; first vice president, W. S. Waterman; second vice president, M. F. Heller; secretary, H. P. Wood; treasurer, J. S. Akerman.
- 1903—President, W. L. Frevert; first vice president, W. S. Waterman; second vice president, Dr. Fred R. Burnham; secretary, H. P. Wood; treasurer, J. S. Akerman.
- 1904—President, Homer H. Peters; first vice president, J. S. Akerman; second vice president, E. Strahlmann; secretary, H. P. Wood; treasurer, G. W. Fishburn.
- 1905—President, J. S. Akerman; first vice president, Dr. Edward Grove; second vice president, Melville Klauber; secretary, H. P. Wood (succeeded in October by James A. Jasper); treasurer, Rufus Choate.
- 1906—President, Edward Grove; first vice president, Melville Klauber; second vice president, Barker Burnell; secretary, James A. Jasper; treasurer, Rufus Choate.
- 1907—President, D. Gochenauer; first vice president, Melville Klauber; second vice president, O. W. Cotton; secretary, John S. Mills; treasurer, Ford A. Carpenter.
- 1908—President, D. C. Collier; first vice president, R. M. Powers; second vice president, Grant Conard; secretary, John S. Mills; treasurer, G. Aubrey Davidson.

- 1909—President, G. Aubrey Davidson; first vice president, L. S. McLure; second vice president, George Burnham; secretary, John S. Mills; treasurer, Philip Morse.
- 1910—President, George Burnham; first vice president, L. S. McLure; second vice president, John F. Forward; secretary, Rufus Choate; treasurer, F. J. Belcher.
- 1911—President, John F. Forward; first vice president, L. S. McLure; second vice president, William Kettner; secretary, Rufus Choate; treasurer, F. J. Belcher.
- 1912—President, F. C. Spalding; first vice president, F. J. Lea; second vice president, C. W. Fox; secretary, Rufus Choate; treasurer, F. J. Belcher.
- 1913—President, F. J. Lea; first vice president, C. W. Fox; second vice president, C. H. Heilbron; secretary, William Tomkins; treasurer, F. J. Belcher.
- 1914—President, Rufus Choate; first vice president, Carl Heilbron; second vice president, Edward F. Stahle; secretary, William Tomkins; treasurer, John B. Starkey.
- 1915—President, Carl Heilbron; first vice president, Edward F. Stahle; second vice president, E. W. Alexander; secretary, William Tomkins; treasurer, F. C. Spalding.
- 1916—President, John S. Akerman; first vice president, B. W. McKensie; second vice president, Edward W. Stahle; secretary, Homer W. Sumption; treasurer, F. C. Spalding.
- 1917—President, Willet S. Dorland; first vice president, B. W. McKensie; executive secretary, Homer W. Sumption; commercial secretary, William Tomkins; treasurer, F. C. Spalding.
- 1918—President, Melville Klauber; vice president, William H. Sallmon; secretary, William Tomkins; treasurer, B. M. Warner.
- 1919—President, Melville Klauber; vice president, A. P. Johnson, Jr.; secretary, William Tomkins; treasurer, B. M. Warner.
- 1920—President, A. P. Johnson, Jr.; vice president, J. H. McCorkle; secretary, William Tomkins; treasurer, E. K. Hurlbert.
- 1921—President, A. P. Johnson, Jr. (resigned in April), E. B. Gould, Jr. (fills place); vice president, Jack C. Thompson; secretary, William Tomkins; treasurer, A. D. La Motte.

CHAPTER XXIX

BANKS OF SAN DIEGO

San Diego's first bank, started when "Father" Horton's new town was beginning to grow, was the Bank of San Diego, organized in June, 1870. Horton was its first president, James M. Pierce vice president, Bryant Howard treasurer and William H. Cleveland attorney. The impetus of the "Tom Scott boom," built on early hopes of a railroad into San Diego, led to the organization of the second bank, the Commercial Bank of San Diego, in the latter part of 1872; this institution began business in March, 1873, in temporary quarters, moving later to its own building, Fifth and G streets. The first president was Capt. A. H. Wilcox; E. F. Spence was cashier, and Jose G. Estudillo was his assistant.

The two banks were merged in 1879 under the name of the Consolidated Bank of San Diego, and this bank was the only one in the city until 1883, when the First National Bank, ever since an important factor in the business life of the community, was formed.

The Consolidated Bank managed to survive the collapse of the boom of 1888, but could not weather the financial storm of 1893 and closed. The Savings Bank of San Diego County, which had started in 1886 as a branch of the Consolidated, went under at the same time.

The Bank of Southern California was organized June 16, 1883, with Jacob Gruendike as president; R. A. Thomas, vice president, and C. E. Thomas, cashier. Other organizers were John Wolfskill, W. L. Park and M. T. Gilmore. A lot was purchased at the northwest corner of Fifth and E streets and a one-story building was erected for the bank. On August 17, 1885, the name of the bank was changed to the First National Bank. In 1886, the building was enlarged to three stories. In 1887 during the first San Diego real estate boom, deposits of the bank grew to two and a half millions, later decreasing to less than one-half million. The million mark was reached again in 1903 and steady progress has been made ever since until now deposits are in excess of eleven million dollars. In 1917 the bank was moved to the northeast corner of Fifth and Broadway, the First National Building being purchased by the bank at that time.

Other San Diego pioneer bankers who were connected with the First National Bank in the early days were J. E. Fishburn and W. D. Woolwine, who are now president and vice president of the Merchants' National Bank of Los Angeles; G. A. Garrettson, and D. F. Garrettson, who is still a director of the First National.

Present officers of the First National Bank are F. J. Belcher, Jr., president; G. S. Pickerell, vice president and cashier; E. F. Chase, vice president.

A second Bank of San Diego was started in 1888, but was soon absorbed by the First National. By 1889 these six banks had been added to San Diego's list: the Savings Bank of San Diego County, the Bank of San Diego, The Bank of Commerce, the California National Bank, the California Savings Bank and the San Diego Savings Bank. In 1893 the world business depression culminated in a measure of panic and many failures. Five of the eight San Diego banks then doing business were eliminated from the list, leaving three, the First National, the Bank of Commerce and the San Diego Savings Bank. To these were added in 1893 the Merchants National Bank and the Blochman Banking Company, and these five were the only banks in operation during the next decade, or until 1904.



HORTON'S BANK BUILDING

At the southwest corner of Third Street and Broadway, then D Street. It was intended first as an office building for Scott's Texas & Pacific Railroad, which did not materialize. For a time it was the home of the San Diego "Union," whose owner, John D. Spreckels, built on its site the present Union Building. Photograph by Parker & Parker in Chamber of Commerce booklet of 1874.

The San Diego Savings Bank was organized in April, 1889, and is the oldest savings bank now in business in the city. Its president, M. T. Gilmore, has been identified with the banking institutions of the city for about forty years.

The Bank of Commerce was incorporated under state laws in 1887 and until it was acquired in July, 1917, by the Southern Trust and Savings Bank was a powerful factor in the city's business advancement. For about ten years, from 1893 to 1903, Dr. R. M. Powers was its president. In July of 1903 Julius Wangenheim became president, and the bank was reincorporated under the national banking laws.

The California National Bank began business just after the height of the boom in 1888, the principal organizers being D. D. Dare and J. W. Collins, newcomers in San Diego. They also were instrumental in starting the California Savings Bank. Wild speculation is said to have wrecked the two banks. Dare was in Europe when the

crash came in the fall of 1891 and did not return to San Diego. Collins was arrested in February, 1892, and ended his life with a bullet. Only a small part of the deposits, more than \$1,000,000, was saved from the wreck of the Consolidated, whose failure will long be remembered by San Diegans of that day.

The Merchants' National Bank of San Diego was organized early in 1893, and, weathering the stress of the times, has maintained steady growth to the present day. The first officers were: M. A. Weir, president; Ralph Granger, vice president; Frank Hilton, cashier. In 1904 Granger and several associates obtained control of the bank, and Granger became president; he has kept that place ever since.

The Citizens' Savings Bank was organized in 1904. Louis J. Wilde was its first president. I. I. Irwin is the present president. In the same year Wilde started the American National Bank, of which he was first president. That bank was absorbed in May, 1917, by the First National. Another bank started by Wilde is the United States National. He was first president of that institution. The present president is Duncan MacKinnon.

The Southern Trust and Commerce Bank was started in July, 1907, as the Southern Trust and Savings Bank, with temporary headquarters at Fifth Street and Broadway, its principal organizers being G. A. Davidson, who has been active and prominent in San Diego affairs ever since. In October, 1907, it moved into the U. S. Grant Hotel building. In July, 1917, it acquired the Bank of Commerce and Trust Company and the latter's Coronado branch. The change of the bank's name to its present form was made at that time. Mr. Davidson has been president of the bank since its organization. Three others of the original force are still with the bank. They are E. O. Hodge, who was cashier at the beginning and is now vice president; P. V. Morgan and Mrs. James L. Buck, who was Miss Gertrude Bowler.

The call of the superintendent of banks for statements as of September 6, 1921, brought the following showing of prosperity and soundness from San Diego's banks:

Name	Capital	Surplus	Deposits	Resources
Southern Trust and Commerce Bank---	\$1,000,000	\$250,000	\$12,658,873	\$14,391,234
First National Bank--	1,000,000	100,000	11,447,157	13,852,434
Merchants Nat'l Bank	250,000	500,000	2,865,886	4,074,974
San Diego Sav. Bank	200,000	400,000	7,070,491	7,896,462
Union National Bank--	200,000	40,000	1,312,995	1,809,433
Security Commercial and Savings Bank--	165,000	30,000	1,624,143	1,838,552
University Ave. Bank--	110,000	17,000	1,026,779	1,161,700
U. S. National Bank--	100,000	-----	1,499,738	1,955,916
Citizens Savings Bank	100,000	50,000	1,465,308	1,623,610
	<hr/>	<hr/>	<hr/>	<hr/>
	\$3,125,000	\$1,387,000	\$40,971,370	\$48,604,315

CHAPTER XXX

THE CITY'S PARKS

San Diego's parks, especially the great Balboa Park, with its 1,400 acres set like a gem in the very midst of the city, are indeed a rich heritage for any municipality to pass on to the generations which are to come. Yet these large and beautiful breathing spaces, dedicated to the public use, have been preserved for the people against opposition which at times was derisive on the part of those whose vision was not broad or long enough to embrace the need of the future for such a park as that which now contains the Exposition structures with their exquisite architecture, blending superbly with trees, shrubs and flowers which have been planted in recent years.

From some quarters in the past there has arisen an honest doubt as to whether the city could not better itself financially by chopping off some part of the big park, Balboa Park, and thus opening it up to residential purposes. All of this opposition to the park as it is has been silenced from time to time, and the park remains intact, growing more beautiful year by year under the loving care of its guardians, official and unofficial.

The list of men and women who have helped to make and keep Balboa Park, chief of the expanses under the care of the city's park board, is a long one—too long by far to be printed here; yet a few names stand out boldly in that list. Among them is that of A. E. Horton, planner of the city of San Diego, who, as a bold dreamer, saw that the city would need such a park, and who, with his characteristic vigor, started to make his dream into reality. Another, who has given unselfishly of time and effort and money for it is George W. Marston. To quote Smythe, George W. Marston was "one of the few who never lost faith in the possibilities of that large tract of arid land, and he was the man who came forward at the critical moment to employ the finest genius in America to translate the barren wilderness into a spot of perennial beauty by means of a well conceived, harmonious, unified design for its artistic development." Smythe here refers to the park development plan submitted in 1903 by Samuel Parsons, Jr. & Company of New York. Smythe's praise of Marston is a deserved tribute. Marston's services for the park, in fact, have extended over a long period. Yet in recent years there have been many others who have done much for Balboa Park. Among them have been those Exposition workers headed by G. A. Davidson, who not only gave to the park development in general a wonderful impetus, but were instrumental in building there the enchantingly beautiful structures which remain as reminder of those days of exhibition and celebration in 1915 and 1916. And in more recent years such men as

310 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Carl I. Ferris, John F. Forward, Jr., Park Superintendent John G. Morley and a host of others who might just as well be named were it not for the fact that there is not space here for all, have worked for the park's beautification and integrity as loyally and hard as if it had been a part of their personal business.

A. E. Horton did not give the great Balboa Park to the city, but he might rightfully be called the father of it, if the evidence of those who still survive that time is to be credited. The records of the board of supervisors do not tell the whole story, but it is said that Horton in 1868 asked the first board, consisting of J. S. Mannassee, Thomas H. Bush and E. W. Morse, to set aside a tract for a large city park. Mr. Horton's widow, who came to San Diego soon after



FORMAL GARDENS, BALBOA PARK

Photograph made by Harold A. Taylor. Used by courtesy of San Diego-California Club.

that and to whom in later years Horton told with natural pride history of his work for San Diego, says that Horton's suggestion did not meet with much enthusiasm. Land in San Diego was very cheap then; if anyone wished to buy property, it cost only a few cents an acre unless it was in the downtown section; and few had the same faith in the city or confidence in its growth as did Horton. Yet the board appointed a committee composed of Morse and Bush to select the park land. Bush, says Mrs. Horton, declined to serve on the committee, or at least refused to do any actual work for it, thinking the plan was "foolish." Morse, according to Mrs. Horton, thereupon got Horton to go out with him on the field work and the two walked all over the outline of the present park. Morse, on February 15, 1868, had presented to the board of trustees a resolution to set aside two of the 160-acre tracts of the city lands "for the purpose of securing to the

inhabitants of the city of San Diego a suitable park." On May 26 the trustees, acting on the report of the committee, adopted an ordinance setting the land selected aside "for a public park forever," as Morse in later years described it in a note to Horton. Marcus Schiller, Guadalupe Estudillo and Joshua Sloane were the trustees then.

Soon after the bill was introduced in the Legislature to have the land set aside for the city, friends of the park uncovered a plan by which the purpose of this grant would have been defeated. The park was saved, however, the voters of the city rallying to the side of the park in an impressive fashion. Development of the great tract amounted to little until August, 1902, when, at the suggestion of Julius Wangerheim, the Chamber of Commerce appointed a park improvement committee consisting of Julius Wangerheim, chairman; U. S. Grant, Jr., George W. Marston, William Clayton and D. E. Garrettson. A fund for immediate work was subscribed, and Samuel Parsons, Jr., & Company of New York were engaged to prepare plans for the improvement of the great tract. Samuel Parsons, George Parsons and George Cooke paid visits to San Diego to further the plan, the contour map for which was drawn by J. B. Lippincott of Los Angeles. The plan was completed in a few months and was approved in January, 1904. A year later the city charter was amended so as to provide an annual park appropriation, and in April, 1905, the first board of park commissioners was appointed. Lack of money prevented any extensive improvement for some time, but what was done was done on a well laid-out plan. The real beautification of the park came in preparation for the exposition of 1915 and 1916. It was in this period that the name Balboa was given to the park.

Except for Balboa Park, the Torrey Pines Park of 369 acres is the largest and probably the most important of the city parks. It was set aside to preserve the grove of Torrey pines, among the rarest of all trees, which had grown there. They were discovered in 1850 by Dr. J. L. Le Conte, the noted California naturalist. He and his fellow naturalist, Dr. C. C. Parry, conferred with regard to the discovery and decided to name the trees for their instructor, Dr. John Torrey of New York. Eminent scientists have traveled thousands of miles to see this grove, and its protection by the city is a work not only for San Diego but for all the world.

San Diego's parks are thus officially described in the records of the board of park commissioners:

Old Town Park, dedicated as Washington Square on the plat of Old Town, surveyed for the Ayuntamiento by Cave J. Coutts, U. S. A., 1849; 1.14 acres.

New Town Park, dedicated as Plaza de Pantoja on the map of New San Diego, surveyed by O. B. Gray, United States boundary commissioner, and T. D. Johns, U. S. A., made prior to 1870.

La Jolla Park, dedicated on the map of La Jolla Park, Botsford and Heald, proprietors, when the land was subdivided under the auspices of the Pacific Coast Land Bureau. The map was filed in the county recorder's office March 22, 1887.

312 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Balboa (City) Park, on May 26, 1868, the city trustees set aside as a park Pueblo Lots 1129, 1130, 1131, 1135, 1136, 1137, 1142, 1143 and that part of 1144 then vacant, and on February 4, 1870, the state legislature ratified and confirmed this action, and the lots were "declared to be held in trust forever by the municipal authorities and for no other or different purposes." The quotation is from the statutes of 1869 and 1870.

On November 1, 1910, the board of park commissioners officially gave the name of Balboa Park to what had been known generally as the "city" or "fourteen-hundred-acre," park. The legislature of 1911 confirmed this change of name.

Torrey Pines Park—The common council set aside the lands, 290 acres, on August 8, 1889. (Ordinance says "about 369 acres of land more or less.")

Mission Hills Park, five acres, formerly Protestant Cemetery, and dedicated for park use April 13, 1909.

Park on Point Loma, dedicated April 13, 1909, Pueblo Lot 206.

Mountain View Park, 10.29 acres east of 40th Street and north of T Street, dedicated September 24, 1914.

Cuyamaca View Park, 0.36 acre, Lots 14 to 22 inclusive, Block 133, Central Park, dedicated January 17, 1916.

Soledad Park, 118.9 acres, part of a Pueblo Lot, "the highest point in said city of San Diego, commanding a view of the ocean, mountains and the entire city."

Altadena Park, 0.107 acre in Thorn Street, between 33d and Felton streets.

Cabrillo Park, 0.215 acre, in Block A, Cabrillo Terrace.

Collier Park, 60 acres, part of Pueblo Lot 206.

Encanto Park, 1.24 acres, in Encanto Park Addition.

Franklin Avenue Park, 0.34 acre, all of Block 314, Land & Town Addition.

Morena Park, 2.17 acres, all of Block 54, Morena.

Ocean Beach Park, 1.58 acres.

Olive Park, 0.367 acre, Olive Street closed between Second and Third streets.

Plaza, 0.37 acre, between Third and Fourth streets south of Broadway.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 313

Southlook Park, 0.005 acre, at Olivewood Terrace and S Street.

University Heights Park or Mission Gardens Extension, 9.44 acres.

Spaulding Park, 12.4 acres. Part of Pueblo Lot 192.

The list of park commissioners from 1905 to 1921 is as follows:

Ernest E. White—April 15, 1905.....four years
George W. Marston—April 15, 1905.....three years
A. Moran—April 15, 1905.....two years
L. A. Wright—May 9, 1907.....Vice A. Moran, expired
U. S. Grant, Jr.—May 23, 1907.....Vice E. E. White, resigned
Laurence P. Swayne—June 18, 1908..Vice U. S. Grant, Jr., resigned
George W. Marston—June 18, 1908.....Vice self, term expired
Thomas O'Hallaran—July 23, 1909—Vice L. P. Swayne, term expired
M. A. Luce—July 23, 1909.....Vice G. W. Marston, resigned
Clark Braley—May 3, 1911.....Vice L. A. Wright, term expired
Patrick Martin—May 8, 1911.....Vice T. O'Hallaran, resigned
George R. Harrison—May 24, 1911.....Vice P. Martin, resigned
F. W. Vogt—May 29, 1911.....Vice M. A. Luce, resigned
Julius Wangenheim—June 28, 1911.....Vice Clark Braley, resigned
John F. Forward, Jr.—June 28, 1911....Vice G. R. Harrison, resigned
F. J. Belcher, Jr.—July 31, 1911.....Vice F. W. Vogt, resigned
S. T. Black—June 3, 1912.....Vice F. J. Belcher, Jr., term expired
Carl Ferris—May 5, 1913.....Vice S. T. Black, resigned
John F. Forward, Jr.—May 5, 1913.....Vice self, term expired
Charles T. Chandler—May 5, 1913....Vice J. Wangenheim, resigned
T. O'Hallaran—August 24, 1916..Vice C. T. Chandler, term expired
Arthur Cosgrove—October 25, 1916....Vice Carl Ferris, term expired
George W. Marston—October 25, 1916..Vice J. Forward, Jr., resigned
Henry C. Ryan—April 18, 1917.....Vice T. O'Hallaran, term expired
F. F. Grant—May 22, 1917.....Vice G. W. Marston, term expired
Henry C. Ryan—May 12, 1919.....Vice self, term expired
John F. Forward, Jr.—May 12, 1919....Vice A. Cosgrove, resigned
John F. Forward, Jr.—April 12, 1920....Vice self, term expired
Hugo Klauber—May 23, 1921.....Vice F. F. Grant, term expired

A fine example of civic conception and achievement is the San Diego Stadium, a magnificent structure which stands east of the high school, with its main entrance, itself an imposing structure, at Fifteenth Street.

The plan for this magnificent amphitheatre was first considered in 1912. Meeting favor at once, the project was put before the voters in the form of a bond issue of \$150,000. The construction work was started in July, 1914, and the completed stadium was dedicated with impressive ceremonies on May 31, 1915, in the presence of a throng estimated to number about 40,000 persons.

The stadium itself seats about 30,000 persons, 25 tiers of solid concrete running around the great field within. Built principally, of course, for the display of athletic prowess, it has served as a gathering place for many other kinds of affairs. The most notable of these

up to the time of this writing was on the occasion of President Woodrow Wilson to San Diego on September 19, 1919. On that occasion, aided by a mechanical device for carrying the sound of his voice from the speaker's stand near the colonnade, the President spoke to a throng which taxed the seating capacity of the huge structure. In addition, many auditors sat near him, extra seats having been installed for the occasion on the athletic field. The crowd was at the time said to be the largest which ever listened to a President.

By placing the stadium in a canyon the cost of excavation was kept low. The site, however, could hardly be surpassed, a magnificent view of bay, ocean and mountains being afforded from its seats. The



SCENE AT GREAT CITY STADIUM
Built of concrete and seating 40,000.

concrete tiers were built in the shape of an inverted "u," as one enters at the southern end, where behind the colonnade, were installed offices, dressing and locker rooms and baths for participants in athletic contests. The seats surround a cinder running track which is a quarter of a mile long, and inside of that track room was provided for a baseball diamond and a football field, both of which have been extensively used since the stadium was opened.

The work was done under the supervision of the park commissioners, John Forward, Jr., Carl I. Ferris and Charles T. Chandler. The designs were made by Quayle Brothers and Cressy, architects, and the work was under the direction of S. A. Rhodes, chief engineer. Teachers and students of the schools, led by Duncan MacKinnon, city superintendent, deserve much credit for the way in which they urged the passing of the bond issue. The students of all the schools, particularly

the high schools, have used the stadium for many contests and exhibitions since it was opened. The high school, lacking a large auditorium, holds assemblies in the bowl.

A heritage of the Exposition of 1915 and 1916, is the San Diego Museum, which was opened to the public on January 1, 1917, when the Exposition ended, and as a permanent extension of the Exposition. The directors of the Exposition transferred to the museum association, in trust for the people, the excellent scientific collections that had been acquired with the aid of the Archaeological Institute of America and the Smithsonian Institution at Washington. The Museum contains some of the finest collections ever made and have been not only an attraction for the casual visitor and tourist but a laboratory of great value to the student. These buildings formerly used by the Exposition, are now used by the Museum:

California State Building, housing the exhibits of ancient American art, architecture and history.

Fine Arts Building, devoted to art exhibits and to the use of art associations.

Science of Man Building, containing fine collections telling the life story of man through the ages.

Indian Arts Building, devoted to the cultural history of man, especially of the American Indian.

In its buildings, collections, and other assets, the Museum represents a foundation of about \$800,000. It is sustained by membership fees and private contributions.

In the work of the museum, both in Exposition days and since, Dr. Edgar L. Hewett has been prominent at all times. Much of the work of establishing the collection was done under his supervision to which service he brought an expert knowledge.

The Natural History Museum is also in one of the large Exposition buildings. It is in charge of the San Diego Society of Natural History, which was founded in 1874, and which in all the years since that time has done a good work in promoting and sustaining interest in the branch of knowledge to which it is dedicated.

The Museum contains exhibits of all branches of a modern natural history museum including mammals, birds, insects, fossils, mollusks, plants, minerals, etc. Its educational exhibits and collections are lent to the public schools.

For some time the society has maintained a research museum for advanced students, containing the finest collections of bird and mammal skins and shells in Southern California.

CHAPTER XXXI

SOME REMINISCENCES

Mrs. Lydia M. Horton, widow of "Father" Horton, founder of San Diego, came here in September, 1869. She was the wife of a retired naval officer, Captain William Knapp. They with their two young sons, one an infant, had decided to make their home here. They were natives of Newburyport, Massachusetts, and came to this coast by steamer in 1868.

When they arrived, the only available house to be had was at Roseville. It had been built by Louis Rose for a hotel, but it was never used for that purpose. The house is still standing near the entrance to the canyon leading up to the Theosophical Homestead.

The only people living on that side of the bay at that time were a colony of New Bedford whalers at Ballast Point, the lighthouse keeper at the old lighthouse on the crest of Point Loma, a Spanish family at La Playa and a group of Chinese fisherman on the shore of the bay. Mr. Rose was hoping to found a city and had established a lumber yard and built the house at Roseville. The next year Captain Knapp built a smaller house for his family, but in 1871, it was moved across the bay in tow of Chinese fishing boats. The house is still in a good state of preservation on Tenth Street.

When Mrs. Horton came to San Diego the side walls of the old Custom House at La Playa had fallen in, but the roof was lying on the ground intact. Mr. Rose had built a wharf at La Playa just north of the present Quarantine station.

"When we landed here," said Mrs. Horton recently, "we had to walk up the long and rather narrow wharf. My husband, taking the baby in his arms, left me to follow slowly with our small boy. As we neared the middle of the wharf, we met a formidable looking man, of great size, roughly dressed, with dark skin and long black hair. I was quite sure he must be one of the wild natives of this unknown region, and trembled with fear as he approached, as there was no one else near. But he passed without even turning his eyes towards us. When I reached the shore, I met Mr. W. W. Stewart, who laughingly told me that the man was a quite civilized Gay Head Indian from Cape Cod, Massachusetts, who belonged to the whaling camp at Ballast Point.

"We spent our first night in San Diego at Captain Dunnells' Hotel and took the stage for Old Town the next day, staying at the Franklin House until our furniture arrived from San Francisco. It came to us finally in rather poor condition, as in unloading they had dropped some of it overboard into the bay, where it stayed for three or four days before it was recovered."

In conversation and correspondence with the writer Mrs. Horton made reference to several interesting points in Mr. Horton's work of building up the new town of San Diego. "The site of the Gray-Davis town," said Mrs. Horton, "had no part in Mr. Horton's plan. The only building in that section which was called 'New Town' when Mr. Horton came was the barrack, built by the United States Government and intermittently occupied by soldiers in transit. Mr. Davis left three houses here which Mr. Horton bought from him. One of them he occupied as a residence until he could build one; another was opened by Capt. S. S. Dunnells as a hotel, and he afterwards purchased the building from Mr. Horton; that building is still standing. Mr. Horton's site for the new town was from what is now Upas Street to the bay and from First to Sixth Street from Upas and from First to Fifteenth from A Street to the bay. The Gray-Davis site was added later. Mr. Horton built his wharf on his own addition, at the foot of Fifth Street.

"When Mr. Horton reached San Diego in 1867, the wharf which had been built by Mr. Davis in 1851 was gone. The piles had been eaten by teredos, and the planks had been used for firewood by the soldiers at the barracks. Mr. Horton came ashore on the back of an Indian.

"At the time there was no one living in what is now known as San Diego. Mr. Matthew Sherman had a sheep ranch on the hills now known as Sherman's addition and herded his sheep from there to the country to the east."

Mr. and Mrs. Knapp moved over to San Diego in 1871. Captain Knapp as a navy officer had served in the Civil war and later as a lieutenant on the U. S. S. Ashuelot, which made a notable cruise to China. Mrs. Horton was strikingly beautiful as a girl and young woman and has approached advanced age with a grace as charming as her youthful beauty. She has long been a leader in club work, being especially prominent in the Wednesday Club, of which she was a founder, and also has been active in the work of the public library and in many other civic enterprises.

The San Diego of what may now be called the old days is strikingly linked with the present in the life of Capt. Samuel Warren Hackett, who landed here December 22, 1859, and who, until his death, late in 1920, took an active interest in affairs. Sixty years of residence in one city are not given to many in this busy, restless age, and especially in the new West, yet that is the record of this sturdy, honored citizen.

To San Diego Captain Hackett came when the settlement at Old Town was still of importance, ranking, in fact, above "New San Diego," started several years before but to a large degree abandoned for the older place. Coronado then, of course, was bare of residences; North Island, now the home of two great government aviation bases, was, it is recorded, without a single building except a small cabin; from the new town, "Davis' Folly," there ran the "long wharf" which William Heath Davis had built. Rabbits were running about thickly in the brush perhaps within a few yards of the spot where the U. S. Grant Hotel now stands in the centre of a busy city. Over on Ballast Point, it is also recorded, a single hide house was standing, the sole

relic of the days when the hide industry flourished on the shores of San Diego Bay. One and only one Kanaka of the many who had come to San Diego in the days of R. H. Dana, Jr., writer of "Two Years Before the Mast," principally as sailors, remained. This Kanaka, known as "Bill," was on a whaling expedition with him. At La Playa, over on the Point Loma shore, there was a little settlement, doubtless principally, of folk engaged in fishing, as obtains to a large degree even to this day, in which a considerable colony of former Portuguese lives there.

Captain Hackett was a "down-east Yankee," born in Middleboro, Plymouth County, Massachusetts, December 27, 1836, of a family prominent in New England since the early days of the Plymouth colony. His father was also named Samuel Warren Hackett, and his mother was Augusta Alden Cole, a direct descendant of John Alden of Mayflower fame.

Captain Hackett was one of a family of eight children, who were left without their mother by her death when he was only six years old. He went to work when a child, got his schooling education under difficulties, and at the age of sixteen, like many New England boys of that time, especially those boys who lived on or near old Cape Cod, went to sea. That brought him to California in 1858. He landed at San Francisco, worked in the northern part of the state as a stage-driver, at hydraulic mining and on a ranch. To San Diego he came with a whaling company, carrying an outfit and men for a station at San Diego.

Not long before his death, Captain Hackett's story, or the part of it relating to those early days, was told to Clark Alberti of San Diego, who has done valuable service in preserving many such historical bits. To his pen is due this interesting account:

Upon arrival, as heretofore mentioned, they built their houses near the present site of Fort Rosecrans, and the trying-out works about half way out on Ballast Point. They used boats about fifteen feet long to shoot the whales from, and a Brand "bum gun" made entirely of iron and weighing about thirty-eight pounds, including the bomb, and shot from the shoulder. The captain says it had some push when it went off and frequently hurt the man who held the gun more than it did the whale, but they killed and tried out the blubber of about twenty-five whales, averaging twenty-two barrels of oil each. Most of the whales were killed as they passed along outside the kelp of Point Loma, opposite the old lighthouse. At that period hundreds of whales passed down the coast from December 10 to January 31 and back north until April 1, and then no more until December again.

They used in the work a regular five-oar whale boat with a harpoon gun set on a swivel in a loggerhead in the bow of the boat. This outfit was used to get fast to wounded whales which the small boats had shot, also to tow in to the try-works the dead whales. It took about twelve hours to cut up and render the oil from each whale. They were the California gray species, sometimes called the "mussel digger" and "devilfish" whale.

After the whales had all passed north most of the men went to San Francisco on the Senator, which also took the oil to that city, calling at San Diego every two weeks. Hackett did not go, but took

employment on board the storeship *Clarissa Andrews*, belonging to the Pacific Mail Steamship Company, anchored off La Playa, near where the government coaling station is now. This vessel, which figures largely in the literature of the early California, kept a supply of coal aboard for any of the vessels of the company which might run short of fuel on the trip from Panama to San Francisco. The coast steamers also tied up to her and landed the freight for Old Town on the beach of La Playa by means of boats. They did not go up the bay of New Town unless the government had freight or supplies for the barracks, those usually being sent on a sail vessel which called here about once a month, and on which the whalers sometimes shipped oil to San Francisco, as they would carry it cheaper than the steamers.

In those pastoral days Old Town, of course, was the center of the business and social activities of the community, which consisted of but a few hundred persons. On the west side of the plaza the *San Diego Herald*, carrying the sub-head "Devoted to the Interests of Southern California and the Pacific Railroad," occupied a small adobe structure, having been moved over from New San Diego in 1853 by its founder, John Judson Ames, whose brother was postmaster. George A. Pendleton was county clerk and clerk of the district court, first judicial district. Daniel B. Kurtz was county judge, George Lyons was sheriff and William H. Noyes justice of the peace for San Diego Township. Captain Keating was keeper of the lighthouse. Landlord R. B. Tebbetts dispensed hospitality in his Franklin House, facing the plaza and as an instance of the amicable relations existing between members of the little settlement the following editorial item from the *Herald* of January 28, 1860, may be cited: "Our friend Tebbetts of the Franklin House received by the last steamer a large supply of that justly celebrated 'London Clubhouse Gin.' Also pure California wines." The *Herald* was moved to San Bernardino that same year.

In 1860 there was stationed at the barracks, near the foot of the present Market Street, the Sixth United States Infantry, under command of Maj. Lewis A. Armistead and Lieut. Aaron B. Hardcastle, who had been transferred to San Diego from Mohave, where they had been engaged in "pacifying" the Indians. A young second lieutenant from West Point was sent out about this time, and it was gossiped that he caught the major rather short on tactics, so the major, to make good, began to exercise the men by marching them up to Old Town on what they called the "Shanghai drill"—in other words a trot—with five minutes rest and then back to New San Diego at the same gait, which did not prove very popular with the members of the company.

Along in the fall of 1860 the traditional political pot began to boil pretty strongly in this remote corner of the Union, but as there were but few Republicans in the county, the Democrats felt quite sure of getting everything they wanted. But when the news came in about two weeks after the November election that Abe Lincoln, the "black Republican" was elected President they could not be consoled and many of them left here the following spring to join the Southern army.

Captain Hackett well remembered the day when Major Armistead and Lieutenant Hardcastle came aboard the storeship to take the

steamer, which was tied up there. The company had been left in command of the young second lieutenant, and Armistead and Hardcastle, with several others, went to Wilmington, Los Angeles County, to join Gen. Albert Sidney Johnston, with whom they went south to join fortunes with the Confederacy. Major Armistead, who was a North Carolinian by birth, and who had received promotions for conspicuous gallantry in the Mexican war, had often been a visitor aboard the storeship, and was quite a devoted fisherman. He was killed at the battle of Gettysburg in 1863.

It had been customary for many of the residents of this section to wear soldiers' clothes, such as trousers and overcoats, but there came an officer in command at the barracks who did not approve of this custom, and he went up to Old Town and confiscated all he could find, and if any objected he made them dismantle quickly. Captain Grant and Lieut. Mathew Sherman, afterward mayor of San Diego, were here during the latter part of the war, and Sherman was promoted to Captain and mustered out at Yuma.

"As I look back," said Captain Hackett, "we in San Diego were so far from the scene of conflict we scarcely realized that there was a war going on in the United States."

In April, 1863, after the whaling season was over, he went to San Francisco and bought the schooner *European* and fitted her for sealing down the coast at the Elida and Ascension Islands, where he did very well, arriving back in San Diego August 22. He sailed for San Francisco, arriving there October 10, and after discharging a cargo of oil made a trip up the Sacramento River, also to the Tomales Bay for potatoes. Anchored off Hathaway's wharf that night, a southeaster sprang up and the ship *Aquila*, which had tied up at the wharf, sank with the parts of the monitor *Comanche* on board, which had just arrived from New York. It took a year or more to get the monitor parts out of the ship and put them together, as the Government had to send a man from the East to complete the work after San Francisco mechanics had made a failure of it.

It was a wild night, and Captain Hackett saved his vessel only by putting out all the anchors he had aboard. He fitted the *European* for whaling and brought her to San Diego, but sold her to other parties before the season began, and went aboard the schooner *Christiana* as captain down the coast. On arriving at San Quentin he found the ship *Adelina*, the bark *Hercules* and the brig *Caroline E. Foote*, whalers from San Francisco, lying in the harbor. He continued to make runs down the coast until December, 1864, and then began whaling with the company with whom he originally came to San Diego.

On Friday, April 14, 1865, Captain Hackett started on a trip to the East and on arrival in San Francisco April 18, found the flags at half-mast because of the death of President Lincoln. He made the trip to his old home in Massachusetts by way of the Isthmus of Panama, arriving at his destination June 10. After reviewing the scenes of his boyhood for three months, he started back October 14, had a stormy trip to the isthmus and arrived at San Francisco November 12. Here he fitted for the whaling season and reached San Diego on December 13, 1865. He had charge of the company's operations and made the biggest catch in their experience. He went to San

Francisco and settled up the season's business and purchased an outfit for a company to engage in whaling at St. Martin's Island. They had a vessel to take the men and provisions, but no money for the outfit, so the company turned the vessel over to Captain Hackett for the season. He made a very good catch, and went to San Francisco to settle up the business.

He arrived in San Diego May 11, 1867, and was married May 20 to Miss Mary Refugia Wilder in Old Town. The following winter he fitted out a company and engaged in whaling at Goleta, nine miles beyond Santa Barbara, and again in the winter of 1868-69. At this time the floating petroleum on the ocean frightened the whales away and gummed up the whale lines badly. At that time the whalers did not know where the petroleum came from.

In 1869 Captain Hackett sold out his whaling interests and started in the cattle business in Lower California. In 1870 the dry seasons came on and he had to take his cattle to the mountains, and after several seasons of this experience he found that the cattle business was not profitable under such conditions. After turning over his cattle interests to another man on shares, he got out of the business in 1878.

Mrs. Hackett died in May, 1873, leaving a daughter three years of age, and a son preceded her in death. The surviving daughter is now Mrs. Mary A. Feeny of 2037 State Street, this city, who has three children, John H., Dolores and Easter Feeny.

During the time the captain was in the stock business in Lower California his family lived in Old Town. In 1873 he joined the steamer Gipsy, running between San Diego and San Francisco, and belonging to the Pacific Mail Company. His old friend, Capt. J. C. Bogart, was in command, and Hackett was second officer. In the spring of 1874 he joined the schooner Fanny for sea otter hunting up among the Japanese islands and Sea of Okhotsk, near the Siberian coast. They made the most successful voyage ever made in that line, bringing into San Francisco 442 skins.

He then returned to San Diego and went into the bee business at Bernardo, this county. He liked that occupation, but as in the stock business, dry seasons did not agree with the bees. "They could sting all right," said the captain, "but they could not bring in the honey."

Then in September, 1875, he began driving teams for Omer Oaks on his Bernardo rancho, helping to put in grain, harvesting and hauling it to San Diego. In October, 1878, he bought out a United States mail contract to carry the mail from San Diego to Temecula, a 72-mile drive, and get permission of the Government to run through in one day instead of meeting another driver half way, which required two drivers. In 1882 he renewed the contract with the Government to July 1, 1886. He drove more than 22,000 miles a year during the period of his contracts and had a driver to relieve him less than six months of that time.

On December 23, 1880, he was married to Mrs. Carrie V. Lithgow Bentzel, daughter of Adam and Caroline Lithgow, old-time residents of San Diego and Upper California. Captain and Mrs. Hackett had one daughter, Carrie, now the wife of Dr. John Benton Bostock of the United States Navy; they have four children living, twin boys, War-

ren and Benton, and two girls, Beverly and Bernice, all less than six years old. The oldest child, Barbara, born in Denver in 1909, died during the influenza epidemic of 1918. Captain Hackett's two daughters and seven grandchildren are all residents of San Diego.

During the boom which started with the coming of the Santa Fe Railway in 1883 and continued until its culmination in 1888, Captain Hackett, like others, bought a good many lots, but was not loaded up very badly when things quieted down and did not have to leave town to hunt a job. On March 7, 1898, he was elected city alderman to fill a vacancy caused by the resignation of Charles W. Pauly. Upon the expiration of the term, April 4, 1899, he was re-elected after a very spirited campaign. The captain naively remarked that "our salaries at that time consisted of the curses and thanks of the people, according to their views."

On May 1, 1900, he was elected superintendent of streets to fill the place of F. W. Osburn, who had gone to Alaska and not returned within the limit of leave granted. When Captain Hackett took the position there were thirteen men on the force, including the night sweeping force, hostler and sprinkling cart drivers, leaving only two men left to repair the bridges, also the old flume down B Street to Tenth to the bay, all of which were in dangerous condition. Finding it altogether the "most ungrateful job" he ever undertook, Hackett resigned June 30, 1905, and devoted his attention to the care of a ten-acre lemon orchard he owned.

Although Captain Haskett, after what might be called a reasonably busy and eventful life, said that he considered himself "retired," he long took in his late years an active interest in public affairs, and personally attended to the upkeep of houses which he rents, making repairs, etc. He and his wife occupied the comfortable two-story residence at 1534 First Street from December 23, 1880, the day of his second marriage, to the time of his death.

He took his Masonic degrees in San Diego Lodge No. 35, F. and A. M., in 1866; San Diego Royal Arch Chapter in 1883; San Diego Commandery No. 25, Knights Templar, in 1901, and San Diego Council No. 23, Royal and Select Masters, in 1910, and has been honored by being elected and having resided over all these bodies. He was installed master of San Diego Lodge No. 35 on December 18, 1918, and his successor was installed December 27, 1919, St. John's day, and Captain Hackett's 83rd birthday.

The captain not long before he passed away recalled the arrival in Old Town in September, 1868, of W. Jeff Gatewood, J. N. Briseno, and E. W. Bushyhead, and how it was soon noised about that San Diego was to have a newspaper after an interval of more than eight years, causing great rejoicing among the inhabitants. And on Saturday morning, October 10, the San Diego Union appeared, featuring an account of a meeting of the stockholders of the San Diego and Gila, Southern Pacific and Atlantic Railroad Company, O. S. Witherby, chairman, and George A. Pendleton, secretary. "But," remarked Captain Hackett, "Mr. John D. Spreckels was not on the list of directors, and the road was not built at that time."

Captain Hackett was one of the most interested spectators at the driving of the last spike on the San Diego and Arizona Railway at Carriso Gorge, November 15, 1919.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 323

A San Diego institution to which "old-timers" refer with pleasure was the City Guard Band, organized on January 7, 1885. Its first appearances in public were at an exhibition of agricultural products in Armory Hall in 1885 soon after the California Southern Railway was completed. C. A. Burgess was then the leader. In 1886 he was succeeded by C. M. Walker. In 1887 R. J. Pennell and J. M. Dodge, the well known theatrical man, proposed that the band be sent East as an advertisement for San Diego. In a short time San Diego citizens subscribed a sum sufficient to take the band on the proposed tour, and it started, twenty-one players being on the list. The band was away six weeks and played in a number of cities, being for eight days at St. Louis, where it had the place of honor in the Grand Army parade.

CHAPTER XXXII

SAN DIEGO'S WEATHER

"Bay and Climate" was in the boom days of San Diego a kind of slogan or trademark or catch-phrase, to sum up briefly and attractively the strong points of the city. It told the truth, too—and still tells it. For the bay summarizes in a word the commercial possibilities of San Diego, and the climate stands for the appeal which has drawn thousands to San Diego and elsewhere in Southern California—among these thousands being many who gave at least as much consideration to the possibilities of this section for comfortable living, largely in the great outdoors, as to the advantages to be had here in business and commerce. So weather and climate since the earliest days of civilization on the Pacific Coast have been important matters to residents of San Diego. And for that reason a generous chapter on this subject was planned for this history from the very start.

San Diego's climate is as nearly perfect, probably, as can be found anywhere in the whole wide world. In San Diego sunshine, health-building and health-protecting, abounds. Yet this sunshine is not accompanied, except on actually rare occasions, by that humidity with which people in many sections of the eastern United States are familiar. Nor is there here such terrific yet dry heat as is experienced in some of the so-called desert sections of the Southwest.

Again, San Diego's temperatures do not vary greatly. That fact has been cheerfully advertised for some years in the phrase, "the shortest thermometer in the world." Scientific qualification to this enthusiastic piece of propaganda comes from the United States Weather Bureau, which gives the palm in that respect to one of the Farallone Islands, not far from San Francisco's golden gate, but that is of negligible importance after all. Yet this advantage which San Diego holds has not become of general knowledge to many away from San Diego, whose residents have come to their blessing of temperature largely as a matter of course.

Ford A. Carpenter, for sixteen years at the weather bureau in San Diego, aptly summed up the climate of the city—and the verdict applies, of course, to the immediately surrounding towns—by saying that it is characterized by "uniformity of temperature and invariability of sunshine." And these facts, beyond doubt, have had direct and appreciable influence on the history of San Diego from the earliest days of which there is record. In his book, "The Climate and Weather of San Diego, California," Mr. Carpenter wrote concerning the equability to be found there:

"The chief cause of San Diego's salubrity of climate lies in its latitude. Among other causes are: Its location to the leeward of

the ocean, its distance from the eastward-moving storms of the northern coast, and the absence of mountains close to the sea. The latitude gives a temperate climate, the proximity from the storm-tracks freedom from high winds and rough weather, and the absence of mountains in the immediate neighborhood contributes to infrequent cloud or fog."

There have been remarkably few times in which there has been any extreme of either heat or cold in San Diego. For instance, a study of fifty years of weather conditions in this city showed that the average for the three consecutive warmest days, was 82.9 degrees, coming in September. That record was marred somewhat in September, 1913, when the temperature mounted to 110 degrees, but even on the hottest day of that month, the 17th, the humidity was so nearly negligible that there was no great suffering and nothing approaching the "heat prostrations" of which long lists, often full of fatalities, are compiled in many eastern cities nearly every summer. Now consider what the records showed for the same half century with regard to "cold" weather. The coldest three consecutive days in that period averaged 40.2, in January. In January, 1913, the temperature got as low as 25 degrees in San Diego. That, of course, was in "the great California freeze," in which there was severe loss throughout the southern part of California in the citrus orchards. But freaks such as these, occurring only twice perhaps in a century, only serve to emphasize the equability of a climate which has no superior anywhere.

The winters of San Diego and the rest of Southern California have become known widely because of their warmth and many pleasant days, but the attractiveness of San Diego's summers has not been so well appreciated by people of other parts of the United States. A common misunderstanding has been that as the winters are warm the summers "must be hot." The fact is that only on very rare occasions does the temperature rise above 90 degrees. To a considerable extent this is due to an atmosphere condition which is rather commonly called "high fog." It is not really fog at all, says Mr. Carpenter in his book, already mentioned, for it is not cold or excessively moisture-laden. Neither, as he also says, is it very high, for its altitude is about 1,000 feet. Mr. Carpenter gave it the name "velo cloud," using the old Spanish word "velo," or veil, to round out his description. This diaphanous cloud tempers the heat of the sun on many a San Diego morning until the ocean breeze sweeps it away and by its cooling breath, as one traveler has said, "renders it no longer necessary for a perfect day by the Harbor of the Sun."

At this point may well be inserted a summary of the temperature records down to the end of 1920, as compiled by Henry F. Alciatore, now in charge of the San Diego weather bureau:

- "The normal annual temperature is 61 degrees.
- "The warmest month was August, 1891; mean, 72 degrees.
- "The coldest month was January, 1894; mean, 50 degrees.
- "The highest temperature was 110 degrees, September 17, 1913.
- "The lowest temperature was 25 degrees, January 7, 1913."

Always of great importance to residents of San Diego and the surrounding country are the rainfall records. For San Diego proper

has been classified officially as "semi-arid." Its average annual rainfall is only about 10 inches. A fact that must be considered in close connection with this, however, is that while the rainfall in the city, where the weather bureau is, may reach only 10 inches a year, there are back of San Diego, toward the east, mountain ranges where the precipitation is much heavier. And it is upon that section of San Diego County that the city depends for its domestic water supply. Similarly, large quantities of water are stored up in mountain reservoirs and rush down from mountain streams into nearby reservoirs for irrigating ranch, garden and orchard lands.

The Franciscan Fathers, early in the written history of this section, found out early that they could not safely depend on the rainfall of what is now the city section for their crops. So they went several miles up the San Diego river-bed and built a remarkable structure which became known as the Mission Dam. Thus early did they do in their small way what has been done in great ways in recent years. Thus early was "the water question" important in San Diego, as it is important today.

The comparatively light rainfalls which the city receives is clearly shown in the weather bureau records, which disclose these facts:

The normal annual rainfall is 10.01 inches. The greatest monthly rainfall recorded was 9.05 inches in February, 1884. Ninety per cent of the rainfall comes between November 1 and May 1, summer showers being rare and thunderstorms being almost unknown. Rainfall classified in the local bureaus as "excessive," or 2.50 inches in 24 hours, has occurred only twice in forty-eight years.

There is no record of snowfall in San Diego, although sixty miles away in the mountains, it frequently provides, in winter, conditions closely resembling those of New England, with sleighs and all that goes with such a white mantle. High winds are also very unusual in San Diego. They have never been of a serious nature so far as craft within the harbor are concerned.

Many notable tributes have been paid to the quality of San Diego's climate, but none perhaps, more striking than that given by Alexander Agassiz in 1872, when, in giving his impressions of San Diego, he said:

"In enumerating the peculiar advantages of San Diego, there seems to be one which is of very great importance. Perhaps, as a scientific man, I may lay more stress upon it than is necessary, but I hardly think it possible; I have seen many parts of the world, and have made some study of this subject. It is the question of the climate of your latitude that I refer to. You have a great capital in your climate. It will be worth millions to you. This is one of the favorite spots of the earth; and people will come to you from all quarters to live in your genial and healthful climate, a climate that has no equal."

This chapter could not be closed without a story of the weather bureau itself. Official weather records of San Diego date from July 1, 1849, only three months after the Fremont's party hoisted the American flag in the plaza at Old Town. The medical corps of the army started the work and kept it up for twenty years. At first the

thermometer and rain-gauge were placed on the roof of the old San Diego Mission used at that time and for a period of a year, as headquarters for the United States troops. When the troops went to the presidio at Old Town the instruments were taken there. In 1871 the instruments and records were turned over to the signal service. The weather observations in new San Diego were first made at the old H Street (now Market Street) barracks. When the signal service took over the work, the office was established at Horton Square. On October 25, 1871, according to the records, it was placed in the Horton bank block at Third Street and D Street (now Broadway), where the Union Building was erected in later years. Then it went successively: in 1878 to Fifth Street and Broadway, in 1886 to the Horton bank block at Third and Broadway streets, in 1889 to Fifth Street between E and F streets, in 1895 to the Cole block at Fifth and G streets, in 1897 to the Keating block (later McNeece Building) at Fifth and F streets; and, at last to its present home in the magnificent Federal Building on F Street. That move was made in 1913.

In its new home the weather bureau has enjoyed of course the use of many new instruments and devices unknown in the early days and has been able to enlarge its service to a marked degree. An important part of that work in recent years has been to issue and disseminate information and warnings of a special value to those engaged in agricultural pursuits.

Officials of the weather bureau in San Diego have been as follows:

October 27, 1871, to August 17, 1876—J. B. Wells.

August 17, 1876, to June 29, 1877—C. E. Howgate.

July 9, 1877, to April 4, 1879—M. M. Sickler (resigned).

April 4, 1879, to June 26, 1879—W. U. Simons.

June 26, 1879, to November 8, 1879—M. L. Hearne.

November 8, 1879, to December 5, 1880—W. H. Clenderson.

December 5, 1880, to November 17, 1881—William Story.

November 17, 1881, to August 19, 1883—Asa C. Dobbins (died in office).

August 29, 1883, to July 28, 1884—F. R. Day.

July 28, 1884, to August 29, 1886—J. C. Sprigg, Jr.

August 29, 1886, to March 9, 1896—M. L. Hearne (died in office).

March 30, 1896, to June 30, 1912—Ford A. Carpenter.

July 20, 1912, to January 9, 1917—E. Herbert Nimmo. (Mr. Nimmo went on sick leave January 9, 1917, and died April 7, 1917. Dean Blake, his first assistant, remained in charge of the office until April 27, 1917, when he turned the office over to Henry F. Alciatore, who, as this is written in 1921, still holds the place. The present assistants are Dean Blake, meteorologist, and George W. Carter.)

CHAPTER XXXIII

THEATRES OF SAN DIEGO

The story of San Diego's theatres, in which is included the Spreckels Theatre, one of the finest of all American playhouses, makes an interesting section of San Diego's history.

San Diego's first theatre—if it may be dignified with that name—was Horton's Hall, opened in 1870, at Sixth and F streets, to which reference already has been made. J. M. Dodge, the veteran theatrical manager of San Diego, who came here in 1880, remembers it well and recalls some of the difficulties presented by its small size, little stage and absence of modern appliances for handling of scenery. Still, even in the 80's, it was the local home of two traveling shows each year, both coming from San Francisco to entertain San Diegans. One of these companies was headed by James and Carrie Ward; the other, giving musical attractions, was headed by Harry Gates. At other times the hall was used by local amateur entertainers. Col. E. T. Blackmer at one time presented there a series of comic operas with local talent; the operas included "The Pirates of Penzance," "Pinafore," and "Patience."

In the early 80's, Wallace Leach opened a gymnasium on the north side of D Street (Broadway) between First and Second streets, and called it Leach's Athletic Hall. After several years it was converted into a theatre and called Leach's Opera House. It was a small affair, seating only about 800 persons, and was used principally for the presentation of dramas by stock companies. In 1889, J. M. Dodge and James E. Wooley took it over and renamed it the D Street Theatre, booking traveling attractions of various kinds for it.

In 1887, Isador Louis built the Louis Opera House, known later as the Grand Theatre, on the east side of Fifth Street between B and C. The Farini Opera Company was the first to appear there. The theatre is now a motion picture house.

The Fisher Opera House, which later became the Isis Theatre, on Fourth Street, between B and C streets, was built by a stock company of which John C. Fisher of "Florodora" fame was the head, and was opened January 12, 1892, by the Carleton Opera Company. At the time this was one of the finest theatres in the west and still holds much of its grandeur. It was the city's first large and modern playhouse. About ten years after it was opened, it was sold to Mme. Katherine Tingley, the Theosophical leader, of Point Loma; and H. C. Wyatt and J. M. Dodge became the lessees. All or almost all of the important "road" attractions which came to the Pacific coast for several years after that were booked for this theatre. Until recently it was frequently used for big dramatic attractions and on Sundays by the Universal

Brotherhood and Theosophical Society meetings. In 1921, it became a motion picture house.

In 1907, C. H. Delacour formed a stock company which purchased the old Unity Hall, on Sixth Street between C and D streets, and moved the building to the north side of B Street between Fifth and Sixth. There it was remodeled and opened as the Garrick Theatre. D. C. Collier, then a leader in San Diego's real estate and development field, was one of the largest stockholders. George D. Easton and E. C. Bangs, well known San Diegans, for some time represented the Collier interests in the management of the house, in which there played both "road" and stock companies. Several years later it was taken over by H. C. Wyatt and Oliver Morosco of Los Angeles, who engaged J. M. Dodge to be manager. In 1911, Sullivan & Considine, then conducting a large vaudeville circuit, took over the theatre and named it the Empress. William Tomkins, who later became secretary of the Chamber of Commerce, was one of several managers while it was a vaudeville house. In more recent years, as the Strand Theatre, it has been the home of stock players, most prominent among whom is Virginia Brissac, who in private life is Mrs. John G. Wray.

The Pickwick Theatre, on the east side of Fourth Street, between C and Broadway, was built in 1904, by Louis J. Wilde, who later became mayor of San Diego and who then was beginning to be active in promotion of the city's advancement. This theatre was leased for six years to Palmer Brothers & Fulkerson, both of whom are still active in the theatrical business in San Diego. The Pickwick in its early days was used for vaudeville and dramatic stock performances, one of the well known stock players who appeared there being Myrtle Vane, whose appearance in "Pygmalion and Galatea" is remembered with pleasure by many residents of San Diego. The Pickwick is now a motion picture house.

The Savoy Theatre, at the northwest corner of Third and C streets, was built in 1910 and 1911 and was opened September 18, 1911, the first performance being given by the Savoy stock company, with Virginia Brissac at its head. The theatre is large and well constructed, seats about 1,500 persons and is one of the most comfortable of its kind on the Pacific coast. Its cost was about \$180,000. The Savoy theatre building is owned by and the ground it occupies is leased by Palmer Brothers & Fulkerson, members of the firm being Scott A. Palmer, William H. Palmer, Oscar F. Palmer, Edgar W. Palmer and M. L. Fulkerson. For the last nine years the Savoy has been the San Diego home of the Pantages vaudeville circuit. The lessees began their theatrical career in San Diego with the opening of the little Lyric Theatre, on Fifth Street between G and Market; its seating capacity was only about 200.

The finest theatre ever erected in San Diego, and one of the handsomest, most spacious and best equipped in the world, is the Spreckels Theatre, with its spacious entrance on Broadway between First and Second streets. Forming the central part of the great six-story Spreckels building, built by John D. Spreckels as a companion to the Union building, across Second Street, it is an imposing milestone in the progress of San Diego and one of Mr. Spreckels' most notable contributions to the city's development. The theatre seats more than

330 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

1,900 persons. Its stage is 82 by 58 feet, being one of the widest and deepest in the United States. Proscenium, domes, ceiling, balcony and gallery blend harmoniously in form, line and color. The decorations are among the best ever put into an American playhouse. The Spreckels Theatre was opened on the evening of August 23, 1912, with a performance of the play "Bought and Paid For," by George Broadhurst, the members of the cast being Charles Richman, Frank Craven, Allen Atwell, John Cromwell, Miss Julia Dean, Miss Agnes DeLane and Miss Mari Hardi. The lessees and managers since the opening have been J. M. Dodge and H. C. Hayward, the latter having come to San



THE SPRECKELS BUILDING

One of the largest of San Diego's office buildings, it contains also the Spreckels Theatre, one of the finest in America and one whose capacity and equipment are not surpassed anywhere in the West.

Diego a short time before the opening of the theatre from Spokane, Washington, where he was manager of the Auditorium Theatre and a member of the firm of Hayward & Larkin, extensive outdoor advertisers of the northwest. Both are nationally known theatrical men and have been prominent in the upbuilding of San Diego. Harrison Albright was the architect of the theatre building.

At the opening the following staff was working under Managers Dodge and Hayward:

H. C. Payne, secretary-treasurer; H. Benhayon, assistant treasurer; C. F. Van Horn, superintendent; F. C. Chanter, chief usher; Thos. B. Wylie, stage manager; Joseph Delfino, properties; Herbert Wheeler, electrician; Carl E. Lundquist Co., programs; Peter J. Frank, leader of orchestra.

San Diego boasts of several of the finest motion picture houses on the Pacific coast. Among them are the Cabrillo and the Plaza, fronting on the city Plaza; the Superba, at Third and C streets, formerly the Mirror, the Broadway, on Broadway, near Ninth Street, and the Rialto, on Fourth Street opposite the Isis Theatre.

It is not, of course, within the province of this work to give a complete list of attractions which have appeared at the great Spreckels Theatre since its opening, but it certainly is fitting that some mention should be made, even in the limited space available, of some of the most notable of these theatrical and other offerings. The first year of the Spreckels Theatre brought many of excellence, among them being: An all-star cast, headed by DeWolf Hopper and Alice Brady, in a Gilbert and Sullivan opera revival; "Pomander Walk," Edna Darsch in concert, "Officer 666," Galski, "The Quaker Girl," "The Chocolate Soldier," Dustin Farnum in "The Littlest Rebel," and "Ben Hur." The second year, 1913, saw the following attractions, among others, at the Spreckels: May Robson, Walker Whiteside in "The Typhoon." "The Rose Maid," "Bunty Pulls the String," Kolb and Dill, Pacific coast favorites; William H. Crane, Mischa Elman, "The Prince of Pilsen," Leo Ditrichstein in "The Concert," the Chicago Grand Opera Company, "The Merry Widow," Donald Brian, Clara Butts Rumford in concert, Adelaine Genee, the dancer; Nat Goodwin as Fagin in an adaptation of "Oliver Twist," Chauncey Olcott, the Ben Greet Players, Maude Adams in "Peter Pan," Raymond Hitchcock, "Fine Feathers," with Max Figman and Wilton Lackaye; "Everywoman," John Mason in "As a Man Thinks," Margaret Anglin in Shakespeare, "The Bird of Paradise." Julian Eltinge, the Tivoli Opera Company, Anna Held, Schumann-Heink, "Madame Sherry," "The Chocolate Soldier," Melba and Kubelik, Robert Mantell and John Steven McGroarty's celebrated Mission Play. The year 1914 brought equally strong attractions, and players, among them being: Gaby Deslys, Mrs. Fiske, May Irwin, Sothorn and Marlowe, McIntyre and Heath, Pavlowa, Emma Trentini in "The Fire-fly," "Within the Law," "The Blue Bird," the DeKoven Opera Company, Ysaye and Ghirardi, "The Whip," Mischa Elman, Mizzi Hajos in "Sari," "Peg O' My Heart," and "Damaged Goods." During that summer the Wray-Brissac stock company had the theatre, and in the fall the Orpheum attractions were sent here for several nights of each week. In 1915 the Hippodrome vaudeville started to appear at the Spreckels Theatre, and all road attractions booked by Messrs. Dodge and Hayward were sent to the Isis Theatre until September 21, 1919. The vaudeville of the Loew circuit was installed at the Spreckels in 1921, and was continued for several months. Recent road attractions are well within the memory of San Diego theatre-goers and need not be set forth here.

CHAPTER XXXIV

FRATERNAL ORGANIZATIONS

San Diego Lodge No. 35, F. and A. M., the first Masonic lodge in Southern California, antedating the first in Los Angeles by a year, was chartered in May, 1853. Its first officers and members included several men prominent in the life of Old Town, where the lodge had its home at first. The worshipful master under dispensation was William C. Ferrell, who was San Diego County's first district attorney and who was one of those who made the first effort to form the new City of San Diego. John Judson Ames, the mighty editor of the Herald, was senior warden and John Cook, junior warden. Other Master Masons at early meetings of the lodge included William Heath Davis, a well known Californian, who was builder of the first wharf in San Diego and the author of "Sixty Years in California"; James W. Robinson, a Confederate veteran and prominent lawyer, who served for four years as district attorney of the county; Agostin Haraszthy, who went to the State Assembly in 1852; Louis Rose, one of the first city trustees and for ten years postmaster of Old Town; William H. Moon, an early justice of the peace, and George H. Derby, noted writer of "Phoenixiana." While here Derby took an active interest in the lodge, acting for a time as its secretary. It is recorded that Derby was delegated by the Grand Lodge of California to install the first officers under the charter, the ceremony taking place August 14, 1853, and the officers being William C. Ferrell, worshipful master; Philip Crosthwaite, senior warden; Louis Rose, junior warden; George H. Derby, secretary; John Hays, treasurer; P. H. Hoof, senior deacon; and S. Goldman, junior deacon. On leaving San Diego, Derby gave his past master's jewel to Philip Crosthwaite, then worshipful master, and Crosthwaite later gave it to the lodge. Accounts of early meetings of the lodge show that the members met in the old courthouse, a one-story structure containing only one room. The tyler, with sword girded on, paced up and down in front, on the open street, on guard lest someone not authorized should attempt to gain entrance.

San Diego Lodge now has about 550 members. Its past masters are as follows:

1853-1855. *W. C. Ferrell.
1854. *Philip Crosthwaite.
1856. *J. W. Robinson.
1857, 1859, 1862, 1863, 1865, 1866, 1867, 1868, 1869. *D. B. Kurtz.
1858. *T. R. Darnall.
1860. *George A. Pendleton.

*Deceased.

†Demitted.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 333

- 1861-1864. *Marcus Schiller.
 1870. *W. H. Cleveland.
 1871, 1872, 1873, 1874, 1875, 1885. *William Augustus Begole.
 1876-1877. †Frederick Nye Pauly.
 1878. John Waldo Thompson.
 1879-1880. *William Wallace Bowers.
 1881. *Leland Howard Plaisted.
 1882, 1883, 1884. *Simon Levi.
 1886. †Daniel Cave.
 1887-1888. George Mifflin Dannals.
 1889. Addison Morgan.
 1890. *Eli Tucker Blackmer.
 1891. John Keep Blackmer.
 1892-1893. William John Mossholder.
 1894. *George Forster.
 1895. *Gilbert Conger Arnold.
 1896. †William Levings Pierce.
 1897. Emanuel J. Louis.
 1898. Minord Jonathan Perrin.
 1899. Nat Robert Titus.
 1900. †William Edgar Budlong.
 1901. *Sam Ferry Smith.
 1902. Edwin Adelbert Woodard.
 1903. John B. Osborn.
 1904. Melancthon A. Graham.
 1905. Herbert A. Croghan.
 1906. Alfred H. Gilbert.
 1907. †Silas M. Puryear.
 1908. Carl H. Heilbron.
 1909. _____
 1910. Peter J. Piepenbrink.
 1911. Fred A. Schneider.
 1912. Egbert C. Bangs.
 1913. William H. Nichols.
 1914. Edgar B. Levi.
 1915. David A. Loebenstein.
 1916. Rainsford W. Belding.
 1917. De Roy Saum.
 1918. John F. West.
 1919. *Samuel W. Hackett.
 1920. Frederick W. Reif.

The officers for 1921 of San Diego Lodge are as follows: Charles William Partridge, worshipful master; Isaac T. Davidson, senior warden; James B. McLees, junior warden; Edgar B. Levi, treasurer; Edwin Adelbert Woodard, secretary; Rainsford W. Belding, chaplain; Leonard Wright, senior deacon; Edward J. Wright, junior deacon; Frederick W. Piepenbrink, senior steward; Leo G. West, junior steward; La Rue Hewes, organist; Matthew Hall, tyler.

Silver Gate Lodge No. 296, F. and A. M., obtained its charter October 10, 1889, the first master under dispensation and charter being

*Deceased.
 †Demitted.

334 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

David E. Bailey, past grand master of Nevada. The first officers were: David E. Bailey, worshipful master; Alonzo E. Dodson, senior warden; James Wells, junior warden; James S. Clark, treasurer; John A. Fisk, secretary; Henry C. Langrehr, senior deacon; Lewis S. Safley, junior deacon; John C. McDougall, marshal; John Manning and Frank J. Villa, stewards; Samuel T. Goldthwait, tyler. The lodge now has nearly 600 members. Its officers for 1921 are: Herman W. Scheld, worshipful master; Norton Langford, senior warden; Winfred Ezra Metz, junior warden; Frank A. Frye, treasurer; Joseph H. Francis, secretary; Rudolph H. Reinert, chaplain; Benjamin W. Bryant, senior deacon; James L. Squire, junior deacon; George R. Cooley, marshal; Wallace D. Griffin, senior steward; John Tschudi, junior steward; Matthew Hall, tyler; La Rue Hewes, organist. The list of the lodge's past masters is as follows:

- 1889-1890. †David Ewing Bailey.
- 1891-1892. *James Wells.
- 1893. †Alonzo Eugene Dodson.
- 1894. †John Manning.
- 1895-1896. Eugene Daney.
- 1897. †Stephen Horatio Olmsted.
- 1898. †Enoch Winsby.
- 1899. Lawrence Augustus Creelman.
- 1900. Adelbert Hiram Sweet.
- 1901. *William Justus Davis.
- 1902. Albert Edward Johnstone.
- 1903. Anson Fisk Cornell.
- 1904. Jarvis Lathrop Doyle.
- 1905. James Henry Cassidy.
- 1906. *Archibald Taylor.
- 1907. Fred Cornelius Hyers.
- 1908. Frank Augustus Frye.
- 1909. *Charles Leonard Marks.
- 1910. Gustaf Brelin.
- 1911. George Huet Garner.
- 1912. Charles Ernest Butler.
- 1913. Asa Roderick Jones.
- 1914. John Francis Covert.
- 1915. William G. Barth.
- 1916. John Philip Brogle.
- 1917. Marius Hansen Quitsow.
- 1918. Edward Crolic.
- 1919. John Jay Manny.
- 1920. Rudolph Herman Reinert.

BLACKMER LODGE No. 442, F. & A. M.

The first preliminary meeting for the purpose of creating this, the newest Masonic lodge in San Diego, was held October 2, 1913, at the Masonic Temple. At this meeting a petition to the Grand Lodge of California was formulated asking for a dispensation. The dispen-

*Deceased.
†Demitted.

sation was signed by thirty-one Master Masons, representing fourteen different states, the Philippine Islands and British Columbia.

The Grand Lodge granted the dispensation October 27, 1913. The first meeting under dispensation was held October 30, 1913, at which the following officers were selected and installed:

Charles G. Briggs, as master;
 Frank J. Cody, as senior warden;
 Herbert H. Heath, as junior warden;
 Albert K. Glover, as chaplain;
 Randall A. Kinney, as secretary;
 Ernest L. McKie, as senior deacon;
 Harlow M. Higley, as junior deacon;
 Fred L. Burgan, as marshal;
 Warren E. Libby, as senior steward;
 Arthur B. Haxton, as tyler.

From this time on regular meetings were held and business transacted in due form, during which period the membership was increased to eighty. At the meeting held September 14, 1914, the lodge voted to petition the Grand Lodge for a charter. Brothers Charles G. Briggs, Frank J. Cody and Hudson H. Heath were elected delegates to the Grand Lodge to present the petition for the charter.

The charter was granted by the Grand Lodge of California on October 14, 1914, and the number 442 assigned. From this time on the lodge has progressed with vigor and is now one of the important Masonic lodges of this city, with a membership of some 240 and a substantial bank account.

The following are the masters who have served during the life of Blackmer lodge:

Charles G. Briggs, Herbert H. Hudson, Ernest L. McKie, Harlow M. Higley, Warren E. Libby, Charles W. Potter, Lacy D. Jennings.

San Diego Commandery No. 25, Knights Templar, was organized at a meeting held in the old Backesto Block on June 22, 1885. Those present were Garrett G. Bradt, John P. Burt, Charles M. Fenn, Edwin B. Howell, Edward W. Bushyhead, Nicholas R. Hooper, Joseph A. Flint, Henry Madison Jacoby, Norman H. Conklin, John S. Harbison, John A. McRae and Thomas McCall Gruwell. Dispensation to form and open the commandery was granted July 27, 1885, and the following officers were chosen: N. H. Conklin, eminent commander; G. G. Bradt, generalissimo; John P. Burt, captain general; C. M. Fenn, prelate; J. A. Flint, senior warden; H. M. Jacoby, junior warden; John S. Harbison, treasurer; Edwin B. Howell, recorder; John A. McRae, sword bearer; E. W. Bushyhead, standard bearer; N. R. Hooper, warder; Thomas A. Bishop, sentinel. Past commanders of the commandery are:

N. H. Conklin.	C. B. Humphrey.
John P. Burt.	John B. Wooten.
Charles M. Fenn.	Thomas M. Shaw.
R. M. Powers.	Albert F. Dill.
Addison Morgan.	W. J. Mossholder.
George M. Dannals.	Martin L. Ward.
Gonzalo E. Buxton.	Edward A. Butler.

336 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Charles E. Sterne.	William Benton.
Charles W. Buker.	M. M. Moulton.
Frank E. Banks.	John F. West.
Samuel W. Hackett.	Homer W. Sumption.
A. L. Mendenhall.	Charles W. Potter.
Charles Brown.	Edwin T. Lyon.
Julier C. Hizar.	Fred H. Kleinsmith.
George Burnham.	Charles H. Benton.

The commandery officers for 1921 are: Eminent commander, Leslie S. Everts; generalissimo, James C. Byers; captain general, Earle H. Grainger; senior warden, Robert E. Hicks; junior warden, George A. Thomas; prelate, George M. Dannals; treasurer, Edwin T. Lyon; recorder, Fred G. Tilton; standard bearer, Jerry Sullivan, Jr.; sword bearer, William F. Ludington; warder, Hans W. Jorgensen; third guard, Donald C. Carrell; second guard, James H. Peak; first guard, John Barclay; sentinel, Harry M. Landis.

San Diego Council No. 23, Royal and Select Masters, has had the following past thrice illustrious masters:

William J. Mossholder.
Samuel Warren Hackett.
Americus L. Mendenhall.
Montgomery M. Moulton.
Charles Wylie Buker.
Louis Edgar Kent.
Edwin Travis Lyon.

Officers of the council in 1921 are: Frederick H. Kleinsmith, thrice illustrious master; George A. Thomas, deputy illustrious master; Donald C. Carrell, principal conductor of work; Edward W. Peterson, treasurer; Ivan N. Kinney, recorder; James B. McLees, captain of guard; Don D. Donahue, conductor of council; William S. Cherington, steward; Harry M. Landis, sentinel.

San Diego Chapter No. 61, Royal Arch Masons, was instituted April 11, 1883. Past high priests in the order of succession are:

William A. Begole.	Frank D. Jefferis.
John W. Thompson.	Montgomery M. Moulton.
Simon Levi.	Americus L. Mendenhall.
George M. Dannals.	Charles W. Buker.
Eli T. Blackmer.	Parker E. Baird.
James G. Decatur.	Edward W. Peterson.
Addison Morgan.	Sam F. Smith.
William J. Mossholder.	Dennis V. Mahoney.
Norman H. Conklin.	Francis M. Birdsall.
Gilbert C. Arnold.	Lewis D. Reynolds.
Thomas M. Shaw.	James W. Stoddard.
Charles H. Glasser.	Lewis Edgar Kent.
Samuel W. Hackett.	Frederick H. Kleinsmith.
John H. Simpson.	Frank W. Bangs.
Frank S. Banks.	James B. McLees.
Robert H. Rolfe.	

The chapter's officers for 1921 are: William S. Cherington, excellent high priest; Ralph S. Donald, king; Donald C. Carrell, scribe;

Edward W. Peterson, treasurer; Francis M. Stockton, secretary; James P. Hymer, captain of host; Don D. Donahue, principal sojourner; James G. Cotral, royal arch captain; Ivan N. Kinney, master of third veil; Jesse C. Banks, master of second veil; Rollan S. Holbrook, master of first veil; LaRue Hewes, organist; John B. Osborn, chaplain; Harry M. Landis, sentinel.

Constans Lodge of Perfection No. 8, Ancient and Accepted Scottish Rite, was instituted May 13, 1887. It is the third oldest Masonic lodge of San Diego. The list of past venerable masters is:

1889-1898.	J. D. Rush.	1914.	H. M. Schultheiss.
	1894. N. H. Conklin.	1915.	J. H. Peak.
1895-1905.	E. T. Blackmer.	1916.	Walter Bellon.
1907-1909.	J. B. Osborn.	1917.	M. Martinez.
	1910. C. W. Buker.	1918.	C. F. O'Neill.
	1911. W. J. Mossholder.	1919.	John C. Yates.
1912-1913.	A. L. Simpson.		

Constans Chapter of Knights Rose Croix, No. 5, was instituted on December 3, 1900. Past wise masters have been the following:

1901-1906.	N. H. Conklin.	1917.	C. H. Morrison.
1907-1914.	F. H. Robinson.	1918.	C. W. Hartsough.
	1915. L. A. Blochman.	1919 —.	H. A. Kuhmsted.
	1916. M. Martinez.		

San Diego Council of Knights Kadosh, No. 6, was instituted March 3, 1903. Past commanders:

1903-1905.	James MacMullen.	1916.	C. F. O'Neill.
1905-1913.	F. H. Mead.	1917.	F. A. Frye.
	1914. W. J. Glasson.	1918.	C. H. Morrison.
	1915. A. L. Mendenhall.	1919 —.	C. W. Hartsough.

San Diego Consistory No. 6, A. & A. S. R., was instituted April 28, 1904. Past masters of Kadosh are:

1904-1908.	G. M. Dannals.	1916.	D. H. Elliott.
1909-1913.	L. S. McLure.	1917.	C. F. O'Neill.
1914-1915.	A. L. Simpson.	1918 —.	M. Martinez.

Charter members of the consistory were:

H. Daggett.	P. C. Remondino.
N. H. Conklin.	Simon Levi.
James MacMullen.	E. DeBurn.
J. S. Harbison.	M. A. Luce.
E. W. Bushyhead.	J. C. Hearne.
E. T. Blackmer.	A. Morgan.
R. M. Powers.	H. Bradt.
J. A. E. Thoustrup.	J. D. Rush.
L. F. Wood.	L. S. McLure.
G. M. Dannals.	H. R. Comly.

Each of the Scottish Rite bodies of San Diego had more than a thousand members in 1921.

Southern Star Chapter No. 96, Order of the Eastern Star, obtained its charter in October, 1888. The first officers were: Lucy L.

Dannals, worthy matron; George M. Dannals, worthy patron; Anna E. Kookan, associate matron; Gertrude Brobeck, conductress; Abbie A. Jenks, associate conductress; Maria M. Lowell, warder; James S. Clark, sentinel. Other chapters of the Eastern Star now in existence in San Diego are San Diego Chapter No. 264 and Corinthian Chapter No. 358.

Bethlehem Shrine No. 4, Order of the White Shrine, has been in existence about two years. San Diego Court No. 16, Order of the Amaranth, has been in existence about five years.

Other Masonic lodges of San Diego County are: La Mesa Lodge No. 407; Coronado Lodge No. 441; South West Lodge No. 283, of National City; Fallbrook Lodge No. 317; Consuelo Lodge No. 325, of Escondido; Oceanside Lodge No. 381.

Past masters of La Mesa Lodge No. 407 are: John A. McRae, R. F. Gusweiler, William E. Lyon, Harry L. Robertson, John H. Mallery, Harry C. Park, Thomas A. Bougher, Harry H. Hill, B. Q. R. Canon, and C. H. Noyes. Officers for 1921 of this lodge are: Charles W. Hill, worshipful master; Joseph A. Parks, senior warden; William Cameron, junior warden; A. W. Livett, secretary; Harry C. Park, treasurer; John Tallon, senior deacon; John Haslam, junior deacon; Charles W. Leckenby, marshal; Thomas J. Schmitt, senior steward; C. C. Strite, junior steward; Charles H. Noyes, chaplain.

The charter of Coronado Lodge No. 441 was granted October 15, 1914. Past masters of this lodge are: Huber A. Collins, Alfred W. Bush, William D. Rodgers, Arthur A. Mathewson, Max J. Toews, David G. Davidson and Rudolph F. Bruske. The 1921 officers of the lodge are: Mortimer S. Hewitt, worshipful master; Oscar P. Hellings, senior warden; Leyon G. Randall, junior warden; Fred A. Boyer, treasurer; William D. Rodgers, secretary; Rudolph F. Bruske, chaplain; Alexander M. Rodgers, senior deacon; Harry S. Clark, junior deacon; Harry L. Casto, senior steward; Harry M. Omar, junior deacon; Melvin Mayo, marshal; La Rue Hewes, organist; James W. Florence, tyler. The lodge has about 135 members.

Past masters of South West Lodge No. 283 are as follows: 1887-1890, *Frank A. Kimball; 1891-1892, *P. D. Vaughan; 1893-1894, Augustus B. Kimball; 1895-1896, †E. A. Hornbeck; 1897-1898, Walter J. Henderson; 1899, *George L. Yenawine; 1900, Lucius B. Barnes; 1901, *Samuel K. Williamson; 1902, Martin L. Ward; 1903, *Samuel K. Williamson; 1904-1905, Charles C. Van Deripe; 1906-1907, Warren B. Vaughan; 1908, Charles H. Stuart; 1909-1910, Baxter K. Adkisson; 1911-1912, Dale Smith; 1913-1914, Cicero P. Evans; 1915, Warner Edmunds; 1916, Frank M. Chase; 1917, Joseph M. Kendall; 1918, Andrew Taggart; 1919, Fred F. Martin; 1920, Paul T. Mizony.

The 1921 officers of National City's lodge, which has about 175 members, are as follows: Jesse E. Stanley, worshipful master; Randall Austin, senior warden; Leonard E. C. Smith, junior warden; Warren B. Vaughan, treasurer; Charles C. Van Deripe, secretary; P. T. Mizony, chaplain; Benjamin F. Locke, senior deacon; Walter

*Deceased.

†Demitted.

E. Flack, junior deacon; James H. Wright, marshal; James W. Halleck, senior steward; Elmer E. Flanders, junior steward; Manvil D. Clark, tyler.

Past masters of Fallbrook Lodge No. 317, which has about fifty-five members are as follows: Harry H. Smelser, Ominus A. Anderson, Victor B. Westfall, Edward C. Reader, Almond J. Clark, Frank R. Day, Lee C. Ellis and Harry L. Colestock.

The 1921 officers of this lodge are: Ellis Berdine Walton, worshipful master; Crutcher Light Morris, senior warden; Gilbert F. Maze, junior warden; William M. Smelser, treasurer; Frederick Spence, secretary; Rolph A. Hawley, senior deacon; Edward Myers, junior deacon; Cyrus F. Brown, tyler; Harry A. Hunt, senior steward; Luther C. Maze, junior steward; George G. Campbell, chaplain; Victor B. Westfall, marshal.

Consuelo Lodge No. 325, of Escondido, has about 130 members. Its past masters are: John Neil Turrentine, William L. Ramey, E. M. Churchill, Edgar E. Turrentine, W. W. Carpenter, Meredith Conway, L. N. Turrentine, Milton V. Wisdom.

The present officers (1921) are as follows: Stanley Trussell, worshipful master; Fred W. Schweickhardt, senior warden; George E. Yost, junior warden; Fred D. Hall, treasurer; John Neil Turrentine, secretary; W. W. Carpenter, chaplain; William E. Bradbury, senior deacon; Herbert Kneeshaw, junior deacon; Milton V. Wisdom, marshal; Robert H. Arbuthnot, senior steward; William Bucher, junior steward; John C. Marikle, tyler.

Oceanside Lodge No. 381 has about sixty members. Its past masters are as follows: John Manning, John F. Martin, James T. Morrison, Theodore G. Schultze, Eugene Chanroux, William V. Nichols, John A. Tulip, Edwin B. Johansen, Chester A. Craig.

The 1921 officers of this lodge are: John Franklin Martin, worshipful master; Park Bolman Jolley, senior warden; Thomas Edwards, junior warden; William V. Nichols, treasurer; Alfred S. Glasgow, secretary; George A. Dickson, chaplain; Forest Dorsey Merrill, senior deacon; Olaf Dannesboe, junior deacon; Thomas H. Draper, senior steward; Herbert W. Laskey, junior steward; Samuel H. Haffly, tyler; Eugene Chanroux, marshal.

AL BAHR TEMPLE, A. A. O. N. M. S.

The Nobles of the Mystic Shrine residing in San Diego, California, first attempted to establish a Temple of that order in San Diego in 1908 and again in 1910, but without success, and it was not until 1912 that they succeeded in obtaining a dispensation for the institution of a temple at the Imperial Council meeting held that year in Los Angeles and on Saturday, September 12, of that year the Illustrious Noble, Motley H. Flint, was authorized to act as Imperial Inspector by the Imperial Potentate, William J. Cunningham, of Baltimore, Maryland, to institute Al Bahr Temple and install its first officers. The Illustrious Noble Flint was accompanied by more than 400 members of Al Malaikah Temple, and they brought with them their band and the patrol. They were met at the station by all the members of Al Bahr Temple and all marched uptown to the

U. S. Grant Hotel, where a banquet was tendered the distinguished visitors.

As soon as the by-laws of Al Bahr Temple were adopted, Noble William B. Gross made a motion, which was promptly seconded and unanimously adopted, that the Illustrious Noble John Wellington Boyle, of Utica, New York, be elected an honorary member of Al Bahr Temple as an appreciation for the great assistance rendered the Nobility of San Diego in obtaining its dispensation. As a further mark of the esteem in which Noble Boyle is held by the members of Al Bahr Temple there was presented to him a gold tablet on which was recorded the fact that he had been elected its first honorary member.

The officers of Al Bahr Temple at the time of its installation included L. S. McLure, Potentate; E. C. Hickman, Chief Rabban; W. J. Mossholder, Assistant Rabban; D. H. Elliot, High Priest and Prophet; Otto F. Stille, Oriental Guide; William B. Gross, Treasurer, and James H. Peak, Recorder. The appointive officers included Nobles Carl H. Heilbron and M. M. Moulton as first and second ceremonial masters, with Nobles S. W. Grier, J. H. McKie and George S. Hopkins filling other stations.

At a business meeting held by Al Bahr Temple on April 26, 1913, the Illustrious Noble Motley H. Flint was elected to honorary membership in Al Bahr Temple in appreciation of the many courtesies extended to the Shrine and its members. He was also presented with his diploma in the form of a gold tablet bearing the seal of Al Bahr. On June 28, of the same year this Eminent Noble, acting as Deputy Imperial Potentate, had the honor of constituting Al Bahr Temple, a charter having been granted to it by the Imperial Council while in session at Dallas, Texas.

At the meeting held on August 1, 1913, Nobles William B. Gross and E. C. Hickman were elected honorary life members of Al Bahr Temple in appreciation of their untiring work in making it possible to establish a temple of this order in San Diego.

The Panama-California Exposition automobile race was held under the auspices of Al Bahr Temple on January 9, 1915. The next important event scheduled for the Nobles of Al Bahr Temple was "Shrine Day" at the Panama-California Exposition on July 24, 1915. Noble William B. Gross was chairman of the committee in charge.

The four Shrine Temples in California are at San Francisco, Los Angeles, Oakland and San Diego. San Francisco has more than 7,000 members while San Diego has only 1,000, but the limited territory this city has to draw from accounts for that; figured by the number of Masons in this jurisdiction, it has probably the largest pro rata membership of any temple in the United States.

The meeting which resulted in the organization of the first lodge in San Diego of the Independent Order of Odd Fellows was held December 5, 1868, at the home of James Pascoe. On March 23 of the next year San Diego Lodge No. 153 was formally instituted. Its first officers were: John R. Porter, noble grand; Alex M. Young, vice grand; F. Marlette, secretary; S. S. Culverwell, treasurer. The charter members included: John R. Porter, S. S. Culverwell, B. F. Nudd, Charles F. Moore, Alex. M. Young, R. D. Case, Amos Crane.

John Groesbeck, W. C. Rickard, John O. Hatleberg, P. P. Willett, A. C. Tedford, F. Mullotte. Officers of the lodge in 1921 were: R. E. L. Cross, noble grand; Peter J. Becker, vice grand; Fred P. Carpenter, secretary; H. P. Jepson, treasurer.

Another lodge of the I. O. O. F. started in more recent years, is Sunset Lodge No. 328, of which the officers in 1921 were: Charles F. Marker, noble grand; Walter E. Marsh, vice grand; Charles R. Sellors, secretary; R. C. Dickey, treasurer.

Canton San Diego No. 22, P. M. I. O. O. F., was instituted December 5, 1887, with the following charter members: C. F. Holland, W. J. Kirkwood, William J. Kidd, Howard R. Harbison, Joseph S. Fiefield, John J. Malia, P. H. Bochman, C. W. Best, J. W. Brenning, E. J. Clarde, James Penner, James M. DeBoun, August Lang, J. W. Wescott, F. S. Wunderlich, Albert Kindler, James Nachbour, E. J. Sparling, G. Reif, Thomas F. Brown, Harry Scott, George Conrad, Walter W. Pierle. Officers in 1921 of the canton were: H. J. Gerard, lieutenant; W. E. Simpson, ensign; F. A. Shapley, clerk; George C. Ostrander, accountant.

Other organizations affiliated with the order are: Centennial Encampment No. 58; Anna Rebekah Lodge No. 137, Silver Gate Rebekah Lodge No. 141.

Officers of Centennial Encampment No. 58 in 1921 were: Peter J. Becker, Jr., chief patriarch; L. H. Bailey, senior warden; William McGuffrey, junior warden; W. E. Simpson, high priest; F. A. Shapley, scribe; George C. Ostrander, treasurer.

Officers of Anna Rebekah Lodge No. 137, in 1921, were: Lilly I. Sullivan, noble grand; Mrs. Bruce Wallace, vice grand; Delia A. Severin, recording secretary; Lucy M. Eldredge, financial secretary; Lizzie Ostrander, treasurer.

Officers of Silver Gate Rebekah Lodge No. 141, in 1921, were: Ammie Donn, noble grand; Dorothy Harris, vice grand; Stella Parks, recording secretary; Bertha Allum, financial secretary; May Creelman, treasurer.

San Diego Lodge No. 168, Benevolent and Protective Order of Elks, was instituted June 8, 1890, in Horton's Hall, with thirty charter members. J. M. Dodge, now one of the lessees of the Spreckels Theatre and for many years prominent as a theatrical manager, was instrumental in the formation of the lodge. He then was a member of the Los Angeles Lodge No. 99. When the San Diego lodge was organized, he became its first exalted ruler. The other original members of the local lodge were: Thomas A. Nerney, esteemed leading knight; B. F. Harville, esteemed loyal knight; J. S. Callen, esteemed lecturing knight; J. McNulty, secretary; J. W. Sefton, treasurer; J. E. Wooley, tyler; C. A. Brown, inside guard; S. G. Montijo, esquire; J. P. Goodwin, Eugene Daney and D. Gochenauer, trustees.

In its early years the lodge had several homes, one being on the second floor of the gas company's building at 937 Sixth Street. In 1906 members of the lodge formed an association which acquired the northwest corner of Broadway and Second Street, where the present fine home of the Elks was built. Ground for this building was broken on May 11, 1906, many prominent men attending the ceremony. John B. Osborn, exalted ruler of the lodge, turned with a

pick the first earth from the lot. Frank S. Banks, past exalted ruler, lifted the same earth with a shovel, and as he raised it, J. M. Dodge, the first exalted ruler, broke a bottle of champagne over it. One of the most interesting incidents of the occasion was furnished by "Father" A. E. Horton, then one of the oldest living Elks, when he took a shovel and worked for several minutes. The cornerstone of the building was laid June 9, 1906, and the new structure was dedicated on November 14, 15 and 16, 1907, the ceremonies being elaborate.

Exalted rulers of San Diego Lodge No. 168, B. P. O. E., since the organization of the lodge, are as follows:

1890.	J. M. Dodge.	1906-1907.	John B. Osborn.
1891-1892.	E. H. Miller.	1907-1908.	Elwyn B. Gould.
1892-1893.	Eugene Daney.	1908-1909.	A. H. Sweet.
1893-1894.	Irving B. Dudley.	1909-1910.	Alex. Reynolds, Jr.
1894-1895.	Leroy A. Wright.	1910-1911.	W. C. Crandall.
1895-1896.	D. Gochenauer.	1911-1912.	Albert Schoonover.
1896-1897.	H. D. Alden.	1912-1913.	Carl H. Heilbron.
1897-1898.	A. F. Cornell.	1913-1914.	Frank A. Frye.
1898-1899.	F. A. Stephens.	1914-1915.	Charles W. Fox.
1899-1900.	C. Fred Henking.	1915-1916.	M. M. Moulton.
1900-1901.	Lewis R. Works.	1916-1917.	Duncan MacKinnon.
1901-1902.	E. A. Hornbeck.	1917-1918.	D. H. Elliott.
1902-1903.	Carl I. Ferris.	1918-1919.	R. C. Benbough.
1903-1904.	Patterson Sprigg.	1919-1920.	Egbert C. Bangs.
1904-1905.	Edward Grove.	1920-1921.	John M. Ward.
1905-1906.	Frank S. Banks.	1921-1922.	John A. Gillons.

The lodge, which is one of the most active of the West, has about 1,000 members in 1921.

KNIGHTS OF PYTHIAS

The order of Knights of Pythias founded by Justus H. Rathbone in Washington, D. C., February 19, 1864, has grown to be one of the largest fraternal organizations in the United States.

The Pythian lodges and auxiliaries in San Diego have their headquarters and hold their meetings in the Pythian Building, a magnificent five-story structure at Third and E streets, which is owned and controlled by the Pythian fraternity of the city.

San Diego Lodge No. 28

The first Knights of Pythias Lodge to be organized in San Diego is known as San Diego Lodge No. 28, and was instituted April 20, 1875, largely through the efforts of L. H. Plaisted, one of the leading printers of the city at that time, and contains on its charter list the names of many of the most prominent business and professional men who were residents of San Diego in that year. The first officers of the lodge were L. H. Plaisted, chancellor commander. Other officers included Sylvester Statler, then county clerk, and C. B. Culver, then county treasurer. The present membership is about 225, and the officers are George A. O'Malley, chancellor commander, and H. B. Silvey, keeper of records and seal.

Themis Lodge No. 146

The next lodge of Knights of Pythias to be organized in San Diego County was Themis Lodge No. 146 at Escondido, which was instituted May 10, 1887. Ever since that time Themis Lodge has been one of the leading fraternal organizations of Escondido Valley and now numbers about ninety members. The present officers are W. P. Williams, chancellor commander, and H. N. Carpenter, keeper of records and seal.

Red Star Lodge No. 153

During the summer of 1887 many Pythians, under the enthusiastic leadership of Timothy J. Monahan, were very active in the effort to organize a second lodge of Knights of Pythias in the city of San Diego. On September 28, 1887, 135 men who had signed the charter list, gathered in I. O. O. F. hall at Sixth and H (Market) streets and instituted Red Star Lodge No. 153. The first officers chosen were Timothy J. Monahan, chancellor commander, and R. H. White, keeper of records and seal. Little did "Tim" Monahan and the workers with him realize that the lodge then brought into existence was destined to become the greatest point of membership of any lodge in the Pythian world.

Not long after the lodge was instituted the San Diego boom "busted" and Red Star Lodge, along with all other organizations of the city, felt the effects of the collapse. It seemed for a time that Red Star was doomed to fail, but the spirit of Harry J. Place and a few other faithful members brought it through and at last the lodge began to show signs of growth. The slogan "Watch Us Grow" was adopted and from that time on Red Star forged to the front.

The enthusiasm and ability of Herbert Anson Croghan, a Past Grand Chancellor of California and Keeper of Records and Seal of the lodge for many years, is the one great outstanding feature in the phenomenal growth of the lodge. The present membership is more than 1,850.

Only a few of the charter members still living are members of the lodge, and of that number the following are yet residents of San Diego: Milton A. Cochran, Thomas J. Dowell, George R. Harrison, Harry J. Place, Albert L. Ross, Frank T. Simmons, James A. Thomas and Abner M. Turner. The present officers are Arthur Leaman Davis, chancellor commander, and Herbert Anson Croghan, keeper of records and seal.

Loma Lodge No. 159

The following year another lodge was organized in San Diego County. On October 4, 1888, Loma Lodge No. 159, was instituted in National City. Though not so large in numbers, having a membership of about sixty-five, it is very energetic and in a flourishing condition, meeting each week in its own Pythian hall. The present officers are W. L. Russell, chancellor commander, and C. H. Sweet, keeper of records and seal.

Chevalier Company No. 6, U. R., K. of P.

The first Pythian auxiliary organization to be formed in San Diego was Chevalier Company No. 6, Uniform Rank, Knights of Pythias. The company was mustered in July 30, 1883, with the following officers: G. G. Bradt, captain; E. T. Blackmer, first lieutenant; G. W. Hazzard, second lieutenant, and J. M. Van Zandt, recorder.

Chevalier Company started out to be a well drilled organization and has maintained that standard to the present time. The company keeps on exhibition many cups and other trophies gained in spirited contests, the most interesting one being the \$1,500 loving cup won in competitive drill with companies from all parts of the United States at the World's Fair Grounds, at the Louisiana Purchase Exposition in St. Louis, August 22, 1904. The present officers of the company are J. E. Hobson, captain; A. L. Stevenson, first lieutenant; G. W. Loveall, second lieutenant, and L. W. Hay, recorder.

Al Sahil Temple No. 162, D. O. K. K.

The Dramatic Order Knights of Khorassan, known as the playground of Pythianism, made its first appearance in San Diego, when Al Sahil Temple No. 162, was organized on January 18, 1913, with Carl H. Heilbron as royal vizier and Herbert A. Croghan as secretary. The temple numbered 116 members at its organization and has been one of the most active auxiliaries of the Knights of Pythias since its inception. The present membership is about 400, with Albert J. Lee as royal vizier and Herbert A. Croghan as secretary.

Miscellaneous Auxiliaries

The Insurance Department of the order is represented by Section No. 369, with A. Pearson, president; H. J. Hunter, vice president, and H. A. Croghan, secretary.

The Grand Representatives Alliance, composed of members of the order who represent the various lodges of the San Diego and Imperial counties in the Grand Lodge of California, was organized in July, 1919, with Isaac McCoy as president and Herbert A. Croghan as secretary. The present officers are E. L. Bullen, president, and Herbert A. Croghan, secretary.

The dream of many members of the order was realized on March 21, 1921, when a Knight of Pythias band was organized in San Diego.

Pythian Sisters

The woman's auxiliary of the Knights of Pythias is known as the Pythian Sisters. There are two temples in San Diego. Woodbine Temple No. 36 was organized April 1, 1897, with Mrs. Minnie Funk as most excellent chief and Mrs. Eliza Warburton as mistress of the records and correspondence. The temple now numbers about 250 members, and the present officers are Mrs. Eva Ewing, most excellent chief, and Mrs. Dorothy Harris, mistress of records and correspondence.

Golden Star Temple No. 31, was organized March 9, 1921, with over 150 members. The officers are Mrs. Leora Goode, most excellent chief, and Mrs. Betty Bailey, mistress of records and correspondence.

Nomads of Avrudaka

The woman's auxiliary of the D. O. K. K. is known as the Nomads of Avrudaka, and through the work of Mrs. Julia K. Davis and others Al Nandana Santha No. 11, was organized April 15, 1920. The present officers are Mrs. Agnes Church, rani, and Mrs. Louis M. Sherman, scribe.

Heintzelman Post No. 33, Grand Army of the Republic, was organized in 1881. Judge M. A. Luce was its first commander. He was present at the celebration held by the post on October 11, 1921, to mark its fortieth anniversary and made an address. Of the other thirty-nine commanders whom the post had had up to that time about half had passed away. Other G. A. R. organizations of the city are: Datus E. Coon Post, No. 172, G. A. R.; Datus E. Coon Corps, No. 84, W. R. C.; Heintzelman Corps No. 1, W. R. C.; Col. J. M. Howard, Circle, No. 60, Ladies of the G. A. R.; General U. S. Grant Circle, No. 26, Ladies of the G. A. R.

San Diego Lodge No. 508, Loyal Order of Moose, was instituted February 24, 1911. William E. Ginder was its first dictator. Present officers of the lodge, which has grown steadily and is in flourishing condition, are as follows: Past dictator, Harry M. Skinner; dictator, Royal L. Parks; vice dictator, Edgar C. Gowdy; treasurer, James M. Forshey; prelate, J. Herbert McCoy; trustees, Paul L. Given, A. W. Brown, Harry A. Gray; inner guard, Floyd Bollman; outer guard, James C. Cooper; sergeant-at-arms, Charles W. Warner; secretary, Edwin H. Blodgett. Other organizations associated with the local Moose are Sunshine Legion No. 49, Mooseheart Legion of the World, and San Diego Chapter, No. 2, Women of Mooseheart.

San Diego Division No. 1, Ancient Order of Hibernians, was organized January 15, 1901, the first president being James R. Keith.

Other fraternal organizations of the city are as follows:

Lasker Lodge, No. 370, B'nai B'rith.

Homestead Lodge, No. 1959, Brotherhood of American Yeomen.
Court of Honor, No. 607.

Silvergata Lodge, No. 306, Danish Brotherhood.

San Diego Chapter, Daughters of the American Revolution.

Daughters of the Confederacy.

Nancy Hanks Lincoln Tent, No. 5, Daughters of Veterans.

Foresters—Catholic Order of Foresters: Court Coronado, No. 3798, I. O. F.; Court Silvergate, No. 138, F. of A.; Women's Catholic Order of Foresters.

San Diego Lodge, No. 18, The Fraternal Brotherhood.

San Diego Aerie, No. 244, Fraternal Order of Eagles.

Natives Sons and Daughters of the Golden West—Parlor, No. 108, Native Sons; San Diego Parlor, Native Daughters.

Sons and Daughters of Hermann—San Diego Lodge, No. 22; Thusnelda Lodge, No. 4.

Order of Vasa—Gustav the Fifth Lodge, No. 175.

Royal Neighbors of America—East San Diego Camp; Vilven Camp, No. 2708.

Sons of the American Revolution—San Diego Chapter, No. 2.

346 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

- Sons of Norway—Valhalla Lodge, No. 25.
- Sons of St. George.
- Sons of Veterans—U. S. Grant Camp, No. 37.
- United Spanish War Veterans—Bennington Camp, No. 20;
- Ladies' Auxiliary, U. S. W. V.
- Woodmen of the World—Miramar Camp, No. 54.
- Neighbors of Woodcraft—San Diego Circle, No. 161.
- Improved Order of Red Men, Chapulgas Tribe, No. 155.
- Knights and Ladies of Security—San Diego Council, No. 429;
- Liberty Council, No. 3172.
- Ladies Catholic Benevolent Association.
- Maccabees—San Diego Tent, No. 26, K. O. T. M.
- Modern Woodmen of America—Bay View Camp, No. 7255;
- Mountain View Camp.

CHAPTER XXXV

CLUBS OF THE CITY

The Cuyamaca Club of San Diego, organized in 1887, "with a view to promote social intercourse among its members," has long been famous among clubs of the nation for its hospitality, largely because of the manner in which its officers and members have entertained guests, particularly those of the army, navy and marine corps. Its fine home on the top floor of the Union building in recent years has been the scene of many a notable gathering in which hospitality to the city's guests was the keynote. The incorporators were: Heber Ingle, W. D. Woolwine, H. T. Beauregard, C. M. Flower, Patterson Sprigg and Dr. T. Ritchie Stone. The incorporation papers were filed April 26, 1887, with the county clerk and were certified to by the Secretary of State May 31 of the same year. The first directors were: T. Ritchie Stone, W. D. Woolwine, Heber Ingle, J. R. Berry, Patterson Sprigg, T. A. Nerney, E. S. Babcock, Jr., W. E. Christian, H. T. Beauregard, C. M. Flower and A. G. Nason. Presidents of the club since its formation have been the following.

1887—Heber Ingle.	1905—F. W. Jackson.
1888—Heber Ingle.	1906—Frank L. Sargent.
1889—Heber Ingle.	1907—C. L. Williams.
1890—Dr. R. M. Powers.	1908—C. L. Williams.
1891—Simon Levi.	1909—C. L. Williams.
1892—Simon Levi.	1910—B. W. McKenzie.
1893—George Fuller.	1911—F. J. Belcher, Jr.
1894—George Fuller.	1912—F. J. Belcher, Jr.
1895—J. E. Fishburn.	1913—H. H. Jones.
1896—J. E. Fishburn.	1914—T. A. Rife.
1897—L. L. Boone.	1915—M. J. Perrin.
1898—W. L. Frevert.	1916—W. F. Ludington.
1899—Alexander Reynolds.	1917—L. M. Arey.
1900—V. E. Shaw.	1918—Patterson Sprigg.
1901—Major M. Moylan, U. S. A.	1919—Frank J. Belcher, Jr.
1902—C. D. Sprigg.	1920—Lane D. Webber.
1903—L. S. McLure.	1921—Raymund V. Morris.
1904—D. F. Garrettson.	

The first home of the Cuyamaca Club was in the Bancroft building, Fifth and G streets. The club later moved to a building at Sixth Street and Broadway and on the completion of the Union building in 1908, took its present quarters.

The first meeting looking to organization of the University Club, now a well established San Diego organization with a fine home, was

held December 18, 1908, by a group of San Diego college men interested in the matter. Dr. H. P. Newman was chairman of that meeting. A committee composed of Julius Wangenheim, E. L. Hardy, W. S. Hebbard, Dr. D. D. Whedon and Edgar A. Luce, was appointed to work out a plan. The club was formally organized January 18, 1909, with the following officers and directors: President, R. C. Allen; vice president, Julius Wangenheim, secretary, Arthur Marston; treasurer, James E. Wadham; directors S. T. Black, C. E. Groesbeck, E. L. Hardy, W. S. Hebbard, Edgar A. Luce, Dr. H. P. Newman and the Rev. W. B. Thorp.

Past presidents of the club are as follows:

1909—R. C. Allen.	1915—William Douglas.
1910—R. C. Allen.	1916—Duncan MacKinnon.
1911—W. S. Hebbard.	1917—A. H. Sweet.
1912—E. L. Hardy.	1918—C. N. Andrews.
1913—E. L. Hardy.	1919—John H. McCorkle.
1914—Gordon L. Gray.	1920—W. S. Dorland.

The officers of the club in 1921 are: president, Dr. M. C. Harding; vice president, Lyman J. Gage; secretary, Gilbert D. Deere; treasurer, Ralph E. Bach; directors, Will Angier, Henry J. Bischoff, Leonard A. Ellis, Dr. C. M. Fox, Thomas J. H. McKnight, John H. McCorkle, Luther Ward.

Until July 18, 1909, the club had no home, the directors holding most of their meetings in the directors' room of the Bank of Commerce & Trust Company. On the date just given the club took possession by lease of the property then known as "The Terrace" at Third and A streets now called "The Southland." A building committee composed of E. B. Bartlett, P. V. Morgan and R. D. Spicer was chosen on August 13, 1915, to arrange for a permanent home of the club. A lot was purchased for \$15,000 on Seventh Street between A and Ash and a clubhouse was erected at a cost of \$35,000. The club took possession of this fine new home in August, 1916. In 1921, it had 300 members.

The Cabrillo Commercial Club dates back to June 29, 1891, when the San Diego Wheelmen's Club was organized. This was in the period of the bicycle's greatest popularity, and the stated purpose of the club at the beginning was the improvement of roads; it is recorded that the club's influence accomplished much in that direction. In 1902, the members of the club, then numbering about 100, decided to change the name of the organization to the Cabrillo Club, and as such it remained for about eleven years, occupying several different homes, one in the Sefton building at Fifth and C streets and one at the northwest corner of Seventh and E streets. In that period the club's purpose was principally to stimulate social relations of its members; and to carry out that purpose it maintained a large billiard room, card rooms, rooms for checkers and chess and a library. Some of the most expert billiard, chess and checker players of the community have belonged to the club and hold pleasant memories of the many friendly contests in which they have played or which they have witnessed in the club's hospitable rooms.

In July, 1913, the club decided to broaden its field to cover commercial and athletic features and changed its name to the Cabrillo Commercial Club, and since that time has worked enthusiastically as an organization to stimulate commercial activity in San Diego.

One of the best known members of the club is Oliver J. Stough, who in 1920 announced his 103rd birthday anniversary. He is one of the twelve life members of the club and has given \$16,000 for its various works.

For several years the Cabrillo Commercial Club has had its home in the old Marston store building at the southwest corner of Fifth and C streets.

The San Diego Rotary Club, organized to bring representative business men of the city and suburbs together for better acquaintance and fellowship, to give them better knowledge of one another's work and to render thereby better service to the community, was incorporated March 8, 1912. The incorporators were: Carl H. Heilbron, Charles K. Voorhees, John B. Lyman, Jr., Ernest S. Shields, Ernest E. White, Alonzo de Jessop, Gordon L. Gray, B. H. Vreeland and Sydney V. West.

The organization has been active in community service of many kinds and has had in its membership since the beginning some of the best known business men of San Diego. As is customary among Rotary clubs, it has had as guests at its weekly meetings prominent men from all parts of the United States. Past presidents of the club are as follows:

1911-12—Carl H. Heilbron.	1916-17—John A. Gillons.
1912-13—Jay F. Haight.	1917-18—Alfred D. LaMotte.
1913-14—Gordon L. Gray.	1918-19—Leslie S. Everts.
1914-15—Homer W. Sumption.	1919-20—Elwyn B. Gould.
1915-16—Guy T. Keene.	1920-21—Sam S. Porter.

The officers for 1922 are: President, George W. Colton; first vice president, Robert E. Hicks; second vice president, Charles H. Benton; secretary, Leslie S. Everts; treasurer, Julian F. Weir; directors, W. Ernest Kier, Jack C. Thompson, Sam S. Porter, Alonzo de Jessop, S. Vaughn Griffin, Charles H. Benton, Julian F. Weir and Robert E. Hicks.

The San Diego Kiwanis Club was organized August 10, 1920, starting with fifty members. The following temporary officers were chosen to begin the club's work: E. P. Sample, president; Bernard Levi, vice president; George S. Pickerell, treasurer; T. H. Shore, secretary; other directors were: Dr. C. M. Fox, J. A. Watson, J. R. Showley, W. E. Shaw, P. H. Goodwin, Dr. A. E. Banks, J. L. Ernsting and J. J. Fraser. The club is one of twelve Kiwanis clubs now in existence in California. Officers elected to serve in 1922 are as follows: C. E. Rinehart, president; Herbert L. Sullivan, first vice president; John J. Fraser, second vice president; other directors are: Arthur J. Morse, Lacey D. Jennings, W. H. Fraser, George J. Champ- lin, Fred H. Jones, O. E. Darnall, Luther Ward, George Mayne and Wellington Irysh.

The Advertising Club of San Diego was organized in 1911, as a result of a meeting held by William Tomkins, now secretary of the

Chamber of Commerce, and some twenty others. Tomkins was chairman of the meeting and, as he laughingly relates it, "was president of the club for ten consecutive minutes." Albert E. Flowers was elected president when plans of organization were worked out, and later the club became associated with the Associated Advertising Clubs of the World. Presidents of the club since its organization are as follows: Albert E. Flowers, J. F. Haight, Edward O. Tilburne, T. H. Shore, Stanley Hale, Jack C. Thompson, E. B. Gould, Jr., A. T. Johnson, Ed. Davidson, Harry Folsom and Leslie B. Mills, the incumbent. The club has taken an active part in many civic movements, and its membership includes many of the active young business men of the city. Weekly luncheons are a feature of the club's life.

A San Diego branch of the Lions, an organization similar in purpose to the Rotary and Kiwanis clubs, was formed in the summer of 1921. The following officers were elected: P. S. Packard, president; Frank H. Page, vice president; C. A. Litt, secretary and treasurer. They and the following are directors: J. W. Aarasmith, Ruel H. Liggett, J. Frank Munro, Charles S. Powell.

One who attempts an adequate history of San Diego need offer no apology for devoting generous space to the San Diego Rowing Club. Not only has its name become well known among athletes along the Pacific coast but its services as a community builder have been long and honorable. Founded many years ago, it has survived many vicissitudes and has maintained its measure of growth along with the ever-increasing population of the city of San Diego. No other one agency, perhaps, has done more to promote good health among San Diegans, young and old, for its large membership includes not only the boys of the present and the men of the near future but those who have attained maturity without being willing to relinquish the excellent and easily grasped opportunity which this club has afforded, and still affords, for healthful exercise in a superb climate within the confines of a harbor whose beauty is an inspiration for clean, manly living.

The very size of its membership, held by low dues in part, is an indication of its democratic character. It has been a club for all who seek an orderly outlet for youthful spirits, or a chance for a swim or a game of handball between work periods, or a less strenuous method of exercise to keep aging muscles supple. Throughout the many years in which its crews, selected from many aspirants, have rowed against the best on the Pacific Coast, all during the period in which its swimmers and divers have contested in similar manner, this organization has continued to do an even greater though less heralded work in making its hundreds of members stronger men and better citizens. That accomplishment, measured through the years, has been a mighty force in the life of the community which always has felt and always will feel the urge of the great outdoors.

Starting with five boats, purchased on borrowed capital, and with sixty-one members, the San Diego Rowing Club, organized June 5, 1888, under the name of the Excelsior Swimming and Boating Club, has grown so fast that in 1921 it ranked as the second largest rowing club of the country, with approximately 600 members and a fleet of more than thirty boats.

The first meeting of the club was held at Steadman's Hall, and the following officers were elected: J. E. Peterson, president; H. J. Lanson, vice president; F. D. Weston, financial secretary; Lyle Pendegast, recording secretary; R. B. Steadman, treasurer; E. B. Steadman, sergeant-at-arms; D. W. Dean, captain; G. Meyer, lieutenant-captain; R. A. Barclay, Ed. Duvals and A. Eubanks, executive committee, and W. G. Schmidt, C. Schafer and W. K. Holmes, trustees.

Mr. Steadman offered the club five boats, to be paid for as the club was able, and his offer was accepted. He also lent the club the use of his boat house at the foot of F Street for a year.

President Peterson resigned in August, and Lanson held the office until September 13. Upon Lanson's resignation, J. G. Decatur, who, perhaps, did as much as if not more than any other man for the club in its early days, was elected president by acclamation. In October, 1888, the office of the first lieutenant was created, while the office of second lieutenant was started in December.

The club was in many financial difficulties until its reorganization, later. In July, 1888, a motion to buy a lantern for the club house was defeated because "the club still had a piece of candle." The first regatta given by the club was held in September, 1888, on Admission Day, and the first excursion was on the old Roseville in August of that year.

In September, 1890, a committee of nine members, composed of J. G. Decatur, B. Benjamin, E. J. Louis, J. R. Aitken, W. R. Rogers, R. K. Holmes, C. C. Loomis, C. L. Bisbee and A. W. Atherton, was appointed to consider the advisability of taking a site for the club's home on the old Pacific Steamship Company's dock at the foot of Fifth Street. The committee and club voted for the new site, and in June of the next year the club accepted L. A. Chandler's offer to give the use of his boat house, provided the club kept it in good condition. Exactly when the club moved into its present quarters is not disclosed in the club's records, but the minutes of the meeting of October 4, 1897, are the first in which it is written that a meeting was held in the boat house. The secretary at that time, by the way, was E. O. Hodge, who has since become well known as a banker of the city, and his reports of meetings of that period are models of neatness. The full list of officers chosen for that year at the annual election on May 5, is as follows: President, Dr. T. G. McConkey; vice president, Oscar A. Trippet, now one of the federal judges of the southern district of California; secretary, E. O. Hodge; treasurer, I. L. Leszynsky; captain, F. L. Sargent; first lieutenant, George H. Neale; second lieutenant, W. A. Bassett.

The name of the club was changed from Excelsior Swimming and Boating Club to the San Diego Rowing Club on September 2, 1891, and the slogan, "San Diego, San Diego, Row, Row, San Di-e-go, Go," suggested by Decatur, was adopted. Articles of incorporation were drawn up in 1893, but it was not until 1896, that final arrangements in that respect were made.

The club is now the ranking athletic club of the city, being represented in all of the state aquatic championship contests held in California, as well as having teams in the city basketball and city bowling leagues in recent times.

352 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

The officers for 1922 of the rowing club are: E. B. Gould, president; Louis Almgren, Sr., vice president; H. DeGraff Austiin, secretary; Harry Clark, treasurer; Richard Barthelmess, captain; Merald Hunter, first lieutenant, and John Perry, second lieutenant. These officers in 1922 served their second terms, having been elected by unanimous vote to succeed themselves.

The San Diego Club, an organization of women which has had a decided influence on the life of the community, was organized and incorporated in 1892, for purposes of general study, betterment of the home, civics and philanthropy. Its founders were Mrs. Lottie J. Park, who became the club's first president; Mrs. Flora Kimball, Mrs. John Berry, Mrs. William Collier, Mrs. Harriet Wallace Phillips, Mrs. Rose Hartwick Tropp and Miss Estelle Thompson. Daniel Cleveland, the attorney, was very helpful to the organizers in attending to the legal formalities and was made an honorary member of the organization, being its only male member.

The club has done a good work not only among its own members but with struggling societies of the community. During the world war it did much for the soldiers at Camp Kearny.

The charter members in addition to those already named included Mrs. George H. Ballou and Mrs. John Snyder. When the membership was small, the club met at homes of the different members. It was largely through the energy and interest of the late Mrs. A. Frost that the club bought the site for its fine clubhouse on Ninth Street between Broadway and E Street. The club had only about \$16 in its treasury at the time, and to go into debt for \$2,000, as was necessary, to complete the transaction, seemed to be a large undertaking; the club members, however, faced the task with resolution and attained success in the work. At first the home of the club on the site was only a small building, which was later replaced by the fine clubhouse now standing there. Many of the members donated not only money but furniture to equip the first home of the club. The club's guest book of the early years contains the names of many distinguished women, among them being Susan B. Anthony, Anna Shaw, Carrie Chapman Catt, Augusta Bristol, Helen Gardner and Beatrice Harraden.

From about fifteen members the club has grown to more than 400. It joined the general federation in 1896, the county federation of women's clubs in 1898, and the state federation in 1900. The club had grown so large in 1914, that various departments of club work were organized.

Past presidents of the San Diego Club are as follows:

1892-3—Mrs. Lottie J. Park.	1905-6—Mrs. William L. Johnston.
1893-6—Mrs. G. H. Ballou.	1906-7—Mrs. Clarke W. McKee.
1896-8—Mrs. J. D. Parker.	1907-8—Mrs. Rosa H. Scott.
1898-00—Mrs. G. H. Phillips.	1908-9—Mrs. Clarke W. McKee.
1900-02—Mrs. Estelle H. Lang-	1909-10—Mrs. John H. Ferry.
worthy.	Mrs. Frank P. Frary (acting).
1902-4—Mrs. Farnum T. Fish.	1910-11—Mrs. Frank P. Frary.
1904-5—Mrs. Clarke W. McKee.	1911-13—Mrs. E. M. Capps.
Mrs. Rosa H. Scott (acting).	1913-14—Mrs. Stephen Connell.

1914-15—Mrs. A. E. Frost. 1918-19—Mrs. Maud Frary.
 1915-16—Mrs. E. W. Peterson. 1919-20—Mrs. J. G. Burne.
 1916-17—Mrs. F. W. Van Buskirk. 1920-21—Mrs. William H. West.
 1916-17—Mrs. E. D. Miller. 1921—Mrs. O. J. L. Arsenault.
 1917-18—Mrs. Cary S. Alverson.

The Wednesday Club, which has been one of the most influential organizations among women of the city for many years, was formed in 1895. Meeting at their several homes, a little group of prominent San Diego women were studying general history and literature together. On one of these occasions it was proposed by Mrs. M. A. Luce that a club should be formed with literary and artistic culture as the main object. This was at once and enthusiastically approved, and Mrs. A. E. Horton, wife of the founder of new San Diego, was made the first president.

The members of the Wednesday Club during the first year of its organization: Mrs. H. R. Arndt, Mrs. Josiah Preston, Miss Emily Preston, Mrs. M. A. Luce, Mrs. F. R. Stearns, Mrs. Edwin Carson, Mrs. Israel Washburn, Mrs. Hayden DeLany, Mrs. Noah Hodge, Miss Grace Luce, Mrs. Heber Ingle, Mrs. J. Wade McDonald, Mrs. Herbert Richards, Mrs. W. Maize, Mrs. Alexander Reynolds, Mrs. Clough, Mrs. Charles S. Hamilton Mrs. J. D. Wood, Mrs. Nellie Laird Williams and Mrs. W. B. Woodward.

The membership of the club has always been limited to a certain number; it is now 160, and there is a long waiting list of those who wish to be associated with its work. An unwritten law of the club is that it shall not take part as a club in civic or political questions, it being recognized that many of its members are leaders in other organizations and branches of work which they can carry on such activities. In spite of that, however, the club's influence has been large in moulding opinion, especially perhaps in the work of the public library and in similar fields. The first home built by the club was a cottage opposite All Saints Church on Pennsylvania Avenue. Its present fine home on Sixth Street and Ivy Lane was built in 1911. Of this structure Mrs. Hazel B. Waterman, recently president of the club and prominent in the cultural development of the city, was architect. Miss Alice Klauber as responsible for the charming interior decorations.

The presidents of the club from the time of its organization are as follows:

1895-96—Mrs. A. E. Horton. 1906-07—Mrs. Adelbert H. Sweet.
 1896-97—Mrs. W. H. Bailhache. 1907-08—Mrs. M. A. Luce.
 1897-98—Mrs. James D. Wood. (Mrs. S. M. Utt, acting
 1898-99—Mrs. Hugo R. Arndt. president.)
 1899-00—Mrs. F. W. Stearns. 1908-09—Mrs. James F. Brooks.
 1900-01—Mrs. J. W. McDonald. 1909-10—Mrs. Rufus F. Robbins.
 (Mrs. Williams Steffes). 1910-11—Mrs. Robert Darling.
 1901-02—Mrs. Philip Morse. 1911-12—Mrs. H. M. Kutchin.
 1902-03—Mrs. Iver N. Lawson. 1912-13—Mrs. Henry W. Foote.
 1903-04—Mrs. Robert H. Dalton. 1913-14—Mrs. Sam Ferry Smith.
 1904-05—Mrs. Charles N. Clark. 1914-15—Mrs. Iver N. Lawson.
 1905-06—Mrs. N. L. Williams. 1915-16—Dr. Bessie E. Peery.

354 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

1916-17—Mrs. Edgar I. Kendall. 1918-19—Mrs. Ernest Cleverdon.
1917-18—Miss Julia Powers. 1919-20—Mrs. Andrew J. Thornton
(Mrs. Joseph M. Spining) 1920-21—Mrs. Waldo Waterman.

The San Diego Woman's Press Club was organized February 9, 1911, largely through the efforts of Mrs. S. C. Payson of Loma Portal, and was incorporated May 1 of the same year. Its purposes are thus outlined: "To promote fellowship among women writers and those interested in the study of literature and kindred arts; to be the medium through which members and their guests may meet professional visitors of note; to promote the development of the literary art in the community." It has had a considerable influence in encouraging writing by San Diego women. Past presidents of the organizations are as follows:

Mrs. Henry P. Newman.	Mrs. Thomas G. Gwynne.
Mrs. Rae Copley Raum.	Mrs. Charles Summer Tainter.
Mrs. Thomas B. Wright.	Mrs. Grant M. Webster.
Mrs. Maude Ervay Fagin.	

The president for 1921 is Mrs. Alfred Stahel, Jr. Active members of the club number about forty. Mrs. Rae Copey Raum is a life member and John Vance Cheney, well known author, is an honorary member.

The As You Like It Club of San Diego, whose purpose is the study of Shakespeare, current events, civics and other topics helpful to its members, was organized in 1910. It has about fifteen members.

The College Woman's Club, a local branch of the national organization of such clubs, was formed in 1911. It has about 200 members. Social service, partly accomplished through its "neighborhood house," is the principal aim of the club.

The Mothers' Club of San Diego, organized in 1897, has for its purpose the study of vital problems of the day that the members may become better mothers and citizens. It has about fifty members at present.

The Pacific Beach Reading Club, which draws its membership from Pacific Beach, was organized in 1895, and has about fifty members at present. Intellectual uplift is the aim of the club.

The San Diego Business and Professional Women's Club, one of the most active of the newer organizations of San Diego women, was formed March 5, 1917. Its aim is thus given: "To bring together business and professional women and to promote the physical, social, intellectual and spiritual development of its members." It hold weekly meetings at the noon hour.

The San Diego County Nurses' Association, started to establish and maintain ethical standards among nurses, to support and defend the law applying to them and to promote and educational and social standing of the profession, was organized in 1905. It has more than 100 members.

The San Diego Society of Arts and Crafts, whose membership numbers about twenty-five, was formed in 1912. It aims to do arts and crafts work and to give aid to the Children's Home.

The Federation of State Societies of San Diego was organized May 11, 1911, at a meeting in the grill of the U. S. Grant Hotel, with ten states represented. It soon grew in size and importance and especially in the days before the Exposition it did a great service to the city. By 1916, the organization boasted a membership of 15,000. As this is being written in 1921, an effort is being made to reorganize the federation on stronger lines that its aid to the community may be continued through the years to come. Through the state societies thousands of letters about San Diego have been sent by members to their back-east friends and relatives, and many of those letters have been printed in eastern newspapers.

An organization which, though comparatively young, has brought forth much of the public spirit of San Diego is the local council of the Boy Scouts of America. The purposes of this organization are too well known, of course, to need explanation here. The first charter granted to citizens of San Diego interested in this great world-wide movement was given in 1915, for a council of the second class. The movement, however, did not make much headway until April, 1917, when Milton A. MacRae of Detroit, one of the founders of the movement in the United States, now a well known resident of San Diego for much of every year, invited 100 leading men to a luncheon where the plan of organizing a council of the first class was presented. This resulted in organization of a committee, which completed the formation of the local council and raised funds for the first year's work. It was not until August of that year, however, that the council's work began in earnest; then Ellwood E. Barley was called here from San Francisco, where he had just been discharged from the army, and was commissioned Scout Executive. At the end of the first year the organization had grown from three troops with 101 Scouts to 23 troops with 736 Registered Scouts and 46 commissioned Scout leaders; at that time 15 more troops were in process of organization.

San Diego's Boy Scout organization did splendid work in the Liberty Loan drives and other war activities in 1917 and 1918. At the end of the first year the Rotary Club of San Diego, through its president, Leslie S. Everts, asked for and obtained the privilege of sponsoring and financing the movement for a period of three years. With this added impetus, the organization continued to grow until at this writing, in 1921, it consists of four district councils of 50 troops, representing more than 1,500 Scouts and officials.

For some time the Scout headquarters has been in the five acre Indian Pueblo village reservation, which was built at a cost of \$150,000 in the Exposition days and which the city turned over to the Scouts for headquarters and a week-end camp, which in recent months has been much used by hundreds of young Americans who are being trained in this fine way.

Outstanding features of the Boy Scout work in San Diego have been a well equipped radio station where a free course of signalling is given and the formation of a pioneer troop, Boy Scout Officers Reserve, for Scouts of distinguished merit.

In addition to those already named, there have been many citizens who have given freely of time, money and effort in this worthy cause. Among them are Duncan MacKinnon, Judge C. N. Andrews of the

356 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

superior court, Ed. Fletcher, Carl H. Heilbron, Gordon Gray, Alfred LaMotte, Judge S. M. Marsh of the Superior court, Sam S. Porter, Julius Wangenheim, George Burnham, Matthias F. Heller, Leslie S. Everts, Elwyn B. Gould, Frank J. Belcher, Jr., Irving Brockett, W. B. Conniry, Frank A. Frye, Samuel I. Fox, John H. Gillons and H. L. Sullivan. Mr. McRae was made honorary president of the organization and still retains that office.

CHAPTER XXXVI

SAN DIEGO'S OLD HOTELS

San Diego, ever since its site was in Horton's Addition, has had hotels famous throughout the southwest. The most famous of the old days was the Horton House, described in the newspaper advertisements of the early days as "new, complete, elegant and commodious," placed on a "site admirably chosen" and thus affording "a magnificent view of harbor, ocean, islands, mountains, city and country." Hotels contemporaneous with the Horton House were the Cosmopolitan at Old Town, run by A. L. Seeley, who had the Los Angeles stage office, and the new San Diego Hotel, down by Culverwell's wharf in the new town. The latter had been started by Captain S. S. Dunnells at Horton's earnest solicitation and was the first in his addition.

There had been another hotel in the new San Diego, but it had gone in the '50s, when William Heath Davis' "new town" venture faded away. That was the Pantoja House, fronting on what is now New Town Park but what was then called the Plaza Pantoja, after a Spanish pilot who surveyed the harbor in 1782. Charles J. Laning ran that in the old days, and he advertised excellent service, including the use of a fine billiard table. Out at Old Town on the Plaza in those days were two hotels, the Colorado House, which H. J. Coutts ran, and the Exchange Hotel, conducted by G. P. Tebbets. Also at Old Town was the old Gila House, run by Charles R. Johnson, who had also the Playa House at La Playa.

Captain Dunnells started his little hotel at State and F streets in 1867, soon after Horton began his town of San Diego. The town grew so fast that more hotel accommodations became necessary and in 1868, a man named Case started the Bay View Hotel at Fifth and F streets. The Horton House was opened October 10, 1870. It was torn down in 1906, and excavations were at once started for the big U. S. Grant Hotel, which now occupies the site.

Another famous San Diego hotel of the days gone by was the old Florence Hotel, opened January 24, 1884, at Third and Fir streets. That was a show place in the "boom" days and then was "way out in the country," or almost so. W. W. Bowers, who later was Congressman from the San Diego district, was the proprietor and manager for a time. Some of its structure was used in making the Casa Loma, which now occupies the site. And "downtown" in those days were other hotels. Among them were the Plaza Palace House in the Schmidt block on Fourth Street between E and D; the city guard band gave weekly concerts there on the Plaza in front of the Horton House, but the old bandstand and the old hotel are now gone and

nearly forgotten; the Russ House, A. Meyer manager, at Third and E streets; the Carleton, just completed, with eighty rooms, W. A. Dorris proprietor at Third and F streets, "centrally located in the business part of town;" the Adelphi Hotel on Front Street, opposite the Courthouse, where Mrs. A. A. White was proprietor and E. O'Donnal manager; the St. James at Sixth and F streets, which was erected by Dr. P. C. Remondino and was known at first as the Santa Rosa and which was just across from the Post Office in those days; the Bennett House, at the corner of the Plaza and Third Street, W. L. Bennett owner and manager; the Commercial Hotel, Mrs. M. G. Birdsall manager, at Seventh and I streets; the Hotel de Europe, M. Bruschi and J. Hanovich managers, at Fifth and I streets; the



YACHT RACE OFF SAN DIEGO BAY
With the beautiful Hotel Del Coronado in the background.

Cottage Hotel, F. P. Nichols proprietor, on K Street between Seventh and Eighth. Carriages met "all trains and steamers." Rooms were "airy, sunny and comfortable."

Later hotels—new in the next ten years—included the Hotel Brewster at Fourth and C streets; the Albermarle, Front and D streets; the Derby on H Street (now Market), and the Naples on Fourth Street.

The great Hotel Coronado was started in March, 1887, and was formally opened on February 14, 1888. It was started by the Coronado Beach Company, of which W. W. Story and E. S. Babcock had control but which later was bought by John D. Spreckels. Mr. Spreckels in more recent years has built in San Diego the San Diego Hotel and the Golden West Hotel, both fine, fireproof structures.

Of interest to many San Diegans will be these descriptions of some of the city's hotels, the words being taken from the city directory of 1886-7:

"Situated on the high 'mesa lands,' overlooking the entire city, and bay, and the magnificent Coronado Beach, is the Villa Hotel, owned and conducted by W. W. Bowers. It occupies an entire block of land bounded by Third and Fourth, Fir and Grape streets. The hotel structure itself is large and commodious, and most elegantly arranged; the remainder of the block, after reserving large and beautifully arranged and improved grounds, is occupied by separate, tastily built and beautifully furnished cottages for the use of those who prefer the similitude of a home rather than the more public hotel building proper. The Florence is not only strictly first-class, but it is really the most exclusive, and the most tony hotel in the city; and yet it is most delightfully free from that painful stiffness and unpleasant "shoddy-aristocracy" air which pervades many such places. If mine host Bowers is not a natural hotelkeeper, he has certainly lots of ability to adapt himself to the situation, to the delight and satisfaction of his guests. Without entering into details, we will simply say that we feel that we cannot speak in too high terms of this charming place and its excellent management."

The Florence Hotel was also described as being "eight blocks from the business center of the city," with "carriage to center of city and return every thirty minutes."

"The Horton House is the first hotel without exception in Southern California. It is an elegant building of fine proportions, cost the neat sum of \$150,000. It has a choice location, situated on the north side of the city square and overlooking the entire town. It affords also a most excellent view of the harbor and ocean. Immediately in front of the hotel is a beautiful flower garden, in the center of which there is a fountain constantly sending forth its cooling sprays. The rooms are large, airy, sunny and comfortable. The whole house is furnished in first-class style. Another excellent feature is the ladies' parlor, which is also a large room handsomely and appropriately furnished. Adjoining the hotel are the offices of Wells, Fargo & Co., the San Diego Telephone Company and the railroad offices, the business center of the city is within one block of the hotel. The Horton House has this advantage over other hotels: it is favored with the finest climate in the world, and it is furnished free to guests. Mr. W. E. Hadley, a genuine enterprising and popular young man, is the present proprietor."

"St. James Hotel—This elegant structure, located on the corner of Sixth and F streets, is the property of Dr. P. C. Remondino. It is one of the largest, best arranged and most substantial buildings in the city, and, among those who are posted, the most popular in its accommodation and management. Formerly run on the European plan, with an excellent restaurant in connection, it was even then a well-patronized and popular house. On the expiration of the restaurant lease in June, 1886, Dr. Remondino assumed entire control of the house, and securing the valuable assistance of Mr. J. H. Brenner as manager, he at once proceeded to remodel and beautify the building, and changing the former name, Santa Rosa, to the St. James,

starting the house with its new name, new management, and new dress upon its present career of popularity and success. In point of location the house has immeasurable advantage over any and every other hotel in the city. In the very business heart of the city, where the streets in the darkest night are made as the noonday by the brilliant flashing of the electric lights; and in the dryest time kept free from dust by frequent and copious sprinkling. Any one who would find fault with the accommodations and furnishings at the St. James would distinguish himself as not being used to good things at home; and he who would criticize the bill of fare be either a dyspeptic or a fanatical epicure."

"Hotel Adelphi—This elegant structure, pleasantly and conveniently situated on Front Street, between C and D streets, has recently been refitted, entirely newly furnished and opened by Mrs. A. A. White as a first-class family hotel. The location of the house is probably one of the choicest sites for the purpose to be found in all the beautiful city of San Diego. It is on more than ordinarily high ground, embracing from its upper stories a view of the mountains, city and bay, grand and magnificent in the extreme. Directly in front stands the courthouse, with its large public grounds beautifully and artistically laid out and embellished with a rare selection of ornamental trees and a profusion of choice flowers, vying in beauty and attractiveness with the most elegant and well-kept private parks. Stretching away to the west lies the calm, beautiful bay, with Point Loma in the far distance, from whose boldest summit flashes out at night the gleam from the lighthouse, marking the entrance to the safest harbor in the world. Stealing across the bay, scarcely rippling its placid waters, comes the gentle, balmy ocean breeze, whispering among the leaves, kissing the bright flowers, and floating through the open casement, filling every room with delicious fragrance, and healthful purity. * * * The place is fully up to the times, however, in all its appointments; and there is no lack of style for the stylish; at the same time it has all through and about it that air of delightful exclusiveness and rest so refreshing to the refined and whose absence is so striking in most hotels and boarding houses at noted places of resort. Both house and hostess are rapidly growing in favor with the public, and the large patronage which they enjoy comprises the best elements of society from both East and West."

CHAPTER XXXVII

SAN DIEGO AS A NAVAL BASE

The extent to which the Federal Government has put its faith in San Diego as a great naval base is shown graphically by the figures of cost compiled by the office of public works, eleventh naval district, at San Diego. This office was established in San Diego on October 26, 1917, as part of the twelfth naval district. After the war, however, San Diego was made headquarters of the eleventh naval district. This is the official table of cost up to July 1, 1921:

Administration (commandant and public works)-----	\$ 262,480
Naval air station -----	3,155,555
Marine corps base -----	1,991,765
Naval fuel depot -----	333,564
Naval hospital -----	309,092
Naval training station -----	161,626
Naval repair base -----	58,843
Naval storehouse and administration building-----	64,522
Naval radio, Chollas Heights -----	82,808
Naval radio, Point Loma -----	6,700
Naval training camp at Balboa Park (abandoned)-----	91,100
U. S. destroyer force (Santa Fe dock)-----	555
Total -----	\$6,518,610

In the naval act approved for the fiscal year ending June 30, 1921, funds were appropriated for naval projects in San Diego as follows:

U. S. Naval training station at Point Loma-----	\$1,000,000
U. S. Naval repair base -----	750,000
U. S. Marine Corps base (additional)-----	500,000
U. S. Naval storehouse -----	400,000
Total -----	\$2,650,000

Bids were received October 27, 1920, for the construction of a great naval hospital to be built on 17.4 acres donated by the city from Balboa Park. As this is written work is well under way on the magnificent structure. It is expected that the ultimate cost of building this hospital will be more than \$1,500,000.

Following the arrival of the great Pacific fleet in its home waters in August, 1919, San Diego was made the base of the Pacific Destroyer force, which in 1921 included 148 vessels, many of which were in the harbor from day to day.

362 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Other centres of military and naval activity in and near San Diego, as this is written in the fall of 1921, are as follows:

Camp Kearny.

U. S. Army aviation school, North Island.

U. S. Marine Corps rifle range.

Eleventh Naval District supply base headquarters.

Fort Rosecrans, Point Loma.



U. S. TORPEDO BOAT DESTROYERS

Some of the many U. S. Torpedo Boat Destroyers moored in San Diego Harbor, designated as the destroyer base of the Pacific Fleet in 1920.

Construction work on the marine brigade post on Dutch Flats was authorized while the war was on and was designed to cost about \$4,000,000, the buildings to be on a site of approximately 732 acres on the north end of San Diego harbor, bordering the boulevard which runs from San Diego proper to Point Loma. First plans called for the erection of twenty buildings, to be placed in a rectangular formation, the main structures extending along a frontage of 3,000 feet. The sum of \$340,000 was appropriated at the start for dredging the harbor to reclaim that part of the site below city datum, and work on this was started while war was still on.

CHAPTER XXXVIII

GROWTH OF THE CITY

The whole story of a city's growth, of course, is by no means told in compilations of census returns, but the totals recorded for San Diego are none the less interesting. The 1870 census was made when San Diego was just a village and showed a total of about 2,300 for the city, while the whole county, which was then much larger in area than now, registered a population of nearly 5,000. Later census figures are as follows:

Year	City	County
1880-----	2,637	8,618
1890-----	16,156	34,987
1900-----	17,700	35,000
1910-----	39,578	61,665
1920-----	74,683	112,284

The census figures for the city, it must be recalled, do not include the people living in East San Diego and Normal Heights, which, geographically at least, really belong to San Diego. And, similarly, Coronado and National City belong in what might be called the area of the city.

The whole amount of taxable property in the City of San Diego on December 15, 1851, was \$203,806. In 1921 it is about \$81,000,000. The whole amount of tax collected in 1851 at the rate of one-half of one per cent was \$1,019.03. The total to be collected for 1921 is about \$1,750,000.

The financial standing of the City of San Diego in 1921 was as follows:

FINANCES—CITY

Capital Assets of San Diego, July 1, 1921.

Improved streets, bridges, conduits-----	\$ 6,081,938.25
Sewer system -----	3,002,454.68
Water system -----	8,022,711.95
Purchasing, operating and stable departments-----	225,937.16
Fire department -----	409,650.00
City Hall -----	116,000.00
Police station and jail-----	82,500.00
Public library and branches-----	305,900.00
Park system -----	7,162,400.00
Playgrounds -----	263,000.00
Harbors, wharves and docks-----	3,777,000.00
Municipal farm—Pueblo lands -----	734,328.00



SAN DIEGO FROM THE AIR IN 1920

This birdseye view of San Diego gives a comprehensive picture of the downtown section of the city at the present day. Taken from a point nearly above the corner of Second Street and Broadway, it shows some of the largest of the hotels and office buildings of San Diego. Below, at the left, is the U. S. Grant Hotel. Above, nearly at the upper left corner can be seen part of the great city stadium, with part of Balboa Park beyond. The camera is faced approximately east, from about the center of the business section of San Diego.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 365

Department of Health	67,000.00
Garbage disposal	43,400.00
Cemetery (178 acres)	155,000.00
Sundry unimproved properties.....	285,000.00
Delinquent taxes	242,114.65
Auditor's balance in funds.....	1,201,674.69
Total assets	\$32,178,009.38
Liabilities of San Diego, July 1, 1921.	
Outstanding bonds	\$10,667,324.83
Outstanding requisitions	66,038.82
Outstanding matured interest coupons.....	22,088.55
Total liabilities	\$10,755,452.20
Surplus assets over liabilities.....	21,422,557.18

The fire department in 1921 numbered 138 men and had fifteen stations and a fire boat, the William Kettner, built by the department under Louis Almgren, Jr., its chief. The value of the department's real estate and equipment was set at \$269,715.

San Diego's last team of fire horses left the service in August, 1916. The first motor apparatus was installed by the department in 1909. Louis Almgren, Jr., has been chief since that time and under his supervision many improvements have been made in the city's fire-fighting forces. These include the fire boat William Kettner, built by the department.

The police department in 1921 numbered ninety-two, not including three life guards stationed at the beaches. Operating expenses allowed under the city budget for the year were \$170,000. The value of the department's real estate and equipment was set at \$110,000. All vehicles of the department are motorized.

CHAPTER XXXIX

SAN DIEGO'S HARBOR

To say that San Diego has a magnificent harbor, that it is the best on the California coast south of San Francisco and that it is one of the most beautiful anywhere in the world is merely to repeat what thousands have seen or heard or read.

Its importance to the nation as a naval base has been realized at last, as detailed elsewhere in this volume; its commercial importance is well established but by no means fully developed; its beauty, safety and possibilities have been known for many, many years, and tributes to those qualities have been paid in glowing terms by some of the most noted men of world history.

Father Serra, the Franciscan priest, coming here in 1769, had heard of it and referred enthusiastically to it in one of his early letters as "truly a fine one and with reason (con razon) famous." With its twenty-two square miles of land-locked expanse and its superb protection from heavy winds, it provides one of the safest and best anchorages anywhere in the world. The largest of ocean vessels—commercial or naval—may enter with ease, as many have. Approaching it, they find more clear weather than at any point to the north; inside they find a deep, wide channel and, as a result of recent municipal improvements and the building of the Santa Fe and San Diego & Arizona railways to the port, a place where rail and tide meet for the commerce of the nations. It is one of the three natural deep-water harbors of the Pacific coast of the United States. Its deep-water anchorage measures 1,500 feet by five miles. The depth of water at the bar is 37 feet, at the entrance 65 feet, in the channel from 35 to 70 feet and at the middleground 35 feet. Natural protections are provided in a striking way by the high promontory of Point Loma and by the Coronado peninsula, including Coronado and North Island.

Until 1911 the city's part of the waterfront was under control of the state. As told elsewhere in this volume, the city, by vote of the Legislature in May, 1911, obtained control of its part of the waterfront and adjacent tidelands, on the city's promise to make improvements within three years that would cost \$1,000,000. That promise was kept by the building of the 800-foot municipal pier at the foot of Broadway, the dredging of an area adjacent to the pier, and the building of a long bulkhead, back of which was put the material dredged from the area in front. These improvements are set forth in the following little table of municipal harbor improvements:

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 367

Cost	\$1,730,000
Municipal Pier No. 1, with warehouse.....	104,000 square feet
Bulkhead, reclaiming 80 acres of tide lands.....	2,675 lineal feet
Dredging.....	2,000,000 cubic yards

The city's tideland frontage on the bay amounts to 49,820 lineal feet, according to official estimates. Much of this—17,420—has been leased to industries, principally the fishing industry, which in the last few years has grown to tremendous proportions at San Diego. More than 18,000 lineal feet has been donated to the government for the marine base, naval training station and other work.

The amount of business done by the port of San Diego is indicated in these figures for the last three years:

1918	\$17,001,243
1919	24,048,011
1920	19,370,401



SCENE IN VAST LANDLOCKED HARBOR OF SAN DIEGO
Showing United States warcraft in foreground.

Until the city took over its water-front area, as has been told before, the state had control of all the harbor. The first board of harbor commissioners for San Diego was appointed in 1889 and was made up of Clark Alberti, president; W. W. Stewart and J. H. Barbour. Later members of the board included D. C. Reed, C. W. Pauly, N. H. Conklin, F. H. Dixon, W. J. Prout, G. B. Grow, George M. Hawley, Charles W. Oesting, W. H. Pringle, Eugene De Burn and others well known to San Diegans. The present board (1921) consists of: W. B. Gross, F. L. Richardson and Edward Willoughby.

Other harbor officials in 1921 were:

The state board of pilot commissioners, W. S. Dorland, W. M. Colburn and Mayor John L. Bacon, *ex officio*.

The city harbor commissioners: Rufus Choate, president; M. A. Graham and J. W. Sefton, Jr.

Collector of the port, Clarence D. Sprigg.

U. S. immigration officer, D. S. Kuykendall.

U. S. quarantine officer, A. H. Clennan.

The city in 1921 had docking space on all its piers of about 10,330 feet. The depth alongside these piers averages from 22 to 35 feet.

The piers are as follows:

The municipal pier at the foot of Broadway, length 800 feet and width 130, with lineal feet of docking capacity, 1,730;

The Spreckels Brothers' pier at the foot of G Street, length 1,400 feet, width 75, docking capacity 1,400 lineal feet;

The East Santa Fe wharf, at the foot of Market Street, length 600 feet, width 80 feet, docking capacity 960 lineal feet;

The West Santa Fe wharf, at the foot of Market Street, length 400 feet, width 75 feet, docking capacity 1,700 lineal feet;

San Diego Lumber Company pier, at the foot of Sixth Street, length 125 feet, width 24 feet, docking capacity 250 lineal feet.

Benson Lumber Company wharf, at the foot of Sigsbee Street, length 350 feet, width 75 feet, docking capacity 600 lineal feet;

McCormick Lumber Company wharf at the foot of Dewey Street, length 200 feet, width 75 feet, docking capacity 400 lineal feet.

Standard Oil Company pier, at the foot of Schley Street, length 150 feet, width 25 feet, docking capacity 200 lineal feet.

In early years the channel through the outer bar was about 500 feet wide and 21 feet deep. The main channel, lying west of the middle ground, was of ample depth. The channel inside the harbor was about a third of a mile wide, and not less than 30 feet deep.

The first project for the improvement of the harbor was authorized by Congress on August 30, 1852. The act appropriated \$30,000 to build a levee across the mouth of the San Diego River and thus turn the river back into its original channel, into False (now Mission) Bay. This work was started in July, 1853, by Lieut. George H. Derby, who became more famous as a humorist than as an engineer. He did the work with about 100 Indians. The embankment was of loose soil, faced with stones. It was washed away in two or three years, and the river went back into its old course.

By the river and harbor act of March 3, 1875, there was appropriated \$80,000 to divert the river, and an earth dike 7,735 feet long, faced with rubble stone, was completed in 1876. This dike, with minor repairs, held the river to its course.

The river and harbor act of September 19, 1890, authorized the maintenance of the dike, the construction of a jetty 7,500 feet long on Zuinga shoal, across the harbor entrance, and the dredging of the middle ground channel to obtain a channel 500 feet wide and 24 feet deep at mean lower low water. This work was completed in February, 1905, at a total cost of \$543,283. Repairs were also made to the Los Angeles River dike at that time.

The river and harbor acts of 1905, 1907, and 1909 appropriated further sums of which \$59,904 was spent.

The river and harbor act of June 25, 1910, appropriated \$125,000 for dredging through the outer bar to make a channel 600 feet wide and 30 feet deep. This work was finished in May, 1913.

Under the appropriation made in 1913 the outer bar channel was dredged again and work also was done on the middle ground channel. To repair the damage done in the river dike by the 1916 floods, 137 wagon loads of boulders were placed as riprap on the river side.

Up to January 1, 1917, the government had spent \$1,304,136 in preserving and improving the harbor. This includes the item of

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 369

\$220,000 in the act of July 27, 1916, for dredging in front of the municipal pier.

Since 1917 the following sums have been voted for dredging in the harbor:

Middle ground	\$ 48,500
Area A	74,447
Area C	288,636
Marine Corps base	283,226
Fuel depot	1,750
Repair base, foot 32d Street.....	201,500
Naval training station.....	450,000
Marine Corps base	250,000
For pier at North Island.....	50,000

The first sum for the Marine Corps base in this table was for a task completed in 1918. The work for the naval training station and for the second contract on the Marine Corps base was let under one contract, and in December, 1921, the sum of \$380,230 had been actually spent on the work.

CHAPTER XL

HIGHWAYS OF THE COUNTY

To tell the whole story of San Diego County's contribution to the excellent highways of the state and to give full credit to all of the loyal San Diegans who have contributed of time, effort and money to the furtherance of this great work, in which San Diego County stands among the leaders in the Golden State, would take much more space than can be allotted to the subject in this volume. Even in the outline, however, the story is full of the achievement which can come only through the display of public spirit and determination to make that spirit count.

As a result of this work by the people of San Diego County that county now has over 260 miles of state and county paved highways, not including city streets, and 680 miles of good dirt road, properly graded, bridged and drained. San Diego County has done a great work in encouraging tourists to travel to the southwest corner of the United States, either down the coast highway from the north, or from the east, by way of Imperial Valley. The building of these roads has also done much to help the ranchers to get their produce to market easily and quickly and has of course brought the remotest section of the county within a few hours' drive by automobile from the city, whereas fifteen years ago the trip either could not be made safely by the automobile, then rare, or had to be made by horse-drawn vehicles. It is not so many years ago that Julian, sixty miles away in the mountains, for instance, was a two-day trip from the City of San Diego. Now it is easily reached by automobile over good roads—more than two-thirds of the distance is already paved—in three hours. Travel in other directions in the county is developing on the same relative basis.

The coming of the automobile compelled the building of good roads. Early in her experience, San Diego County learned that in most cases good roads meant paved roads—highways of concrete or some such surface, which couldn't be washed away easily by the torrential winter rains of the mountain sections or blown away in dust in the summer. The knowledge cost San Diego something, for much of the early highway building was not of the permanent kind; it could not be made with the money then available.

For many years the county, under its supervisors, had built new roads, carving off hillsides and filling in low places to make them, always extending and improving. And that was well until the days of the automobile. When that modern vehicle began to come into general use, San Diego County resolved on more extensive road building, and in 1909 voted \$1,250,000 in bonds to do the work. The task was

put in the hands of a commission of three, known at the time as "the triple-S commission," from its members, John D. Spreckels, A. G. Spalding, the sporting goods magnate, who lived on Point Loma in his later years, and E. W. Scripps, the newspaper publisher residing at Miramar, near San Diego. They, with the supervisors, put through what for those days was an elaborate road-building program, including a line around the Coronado strand, a fine road to and on Point Loma, and important trunk lines into the back country sections. They also constructed a number of bridges and culverts. The roads



ON ONE OF THE MOUNTAIN ROADS OF SAN DIEGO COUNTY

were of dirt—mostly disintegrated granite—and experience soon showed that they would not stand up under the wear and tear of heavy truck and automobile traffic without frequent repairs. The bridges and culverts were of course, more substantial. But even though this highway work was not ideal, it was good for the time, opened up many sections to easier access and pointed the way to further development; and the commissioners and those who succeeded them in that capacity did a good job, with the funds available—too small of course for extensive concrete highways.

Later work of highway building by San Diego has covered many miles of road with concrete and opened up to the ranchers, commercial transportation agencies and tourists a large field for business and pleasure.

Long before the completion of the San Diego & Arizona Railway—in fact when it was hardly more than started—wide-awake citizens of San Diego realized that it was of great importance to the county to put through an easily traveled road between San Diego and Imperial Valley, which by 1910 had shown its possibilities to an amazing extent. So in 1911 and 1912, when Austin B. Fletcher, later chief engineer of the state highway commission, was engineer of San Diego County's Highway Commission, about seventy-five miles of good dirt road to Imperial County line was built.

Los Angeles meanwhile had waked up to the importance of a similar road to connect Los Angeles with the valley and had done considerable road-building to further its plans for easy communication with Imperial via San Bernardino and Mecca. San Diego, of course, had one strong point in its favor: a road to San Diego was the shortest from Imperial Valley and all southwestern points to the Pacific; in addition, one wishing to go to Los Angeles could travel by way of San Diego and the coast much more safely and comfortably than by the "desert" road up Imperial Valley and would have only a little farther to go by the San Diego route.

When San Diego built its road to the Imperial County line, however, a new difficulty was presented. The Imperial County people did not have enough money to build from the center of the valley to the San Diego County line. San Diego, however, was determined to have a San Diego-Imperial road which could be turned over to the state as a state highway and public-spirited citizens of San Diego thereupon raised a fund of \$60,000 by public subscription to build a road from the end of the San Diego County road down the Mountain Springs grade to the desert in Imperial County. In this work two of the leaders were Ed Fletcher and Fred Jackson, both of whom were active not only in raising the fund but in supervising the actual construction of the road. The engineer in charge was F. A. Rhodes, now manager of operation of the City of San Diego, and the work which he did then earned for him an enviable reputation.

The road, blasted down a steep canyon and carved from its sides was completed in a short time and was then turned over to Imperial County—a free gift and a token of the friendly feeling which San Diego always has held for the Valley.

That, however, did not end the road-building fight between Los Angeles and San Diego. The people of Arizona, of course, wanted a good road from their state to the Pacific. Los Angeles and her supporters led a movement to bridge the Colorado River at Blythe far to the north—which would have swung traffic from Arizona toward Los Angeles. San Diego and her supporters favored a bridge over the Colorado at Yuma, forming a natural connection with the San Diego route. Plans were drawn for the bridge and an estimate of \$75,000 for the cost was given. The plan was for Arizona to pay a third, California a third and the Federal Government a third. The Arizona legislature voted the necessary money for Arizona and the Federal Government contributed its share. The California Legislature also voted \$25,000 for the bridge, but Gov. Hiram Johnson of California vetoed the bill, acting on the report of the state engineer that the bridge probably would cost \$150,000. As a matter of fact, it was built

for \$73,800. When San Diego learned of the governor's action, her citizens raised by subscription the \$25,000 which had been pledged in behalf of the state, and work on the bridge went ahead. Here is an example of civic spirit and co-operation which has brought praise to San Diego from all over the Southwest.

The next objective of San Diego and Imperial Valley was the building of a highway through the sandhills, from El Centro to Holtville and Yuma in order that Imperial Valley and San Diego might get their trans-continental travel from Arizona and the East. Los Angeles bitterly fought the construction of San Diego's logical and direct route to Yuma. The distance, San Diego to Yuma direct is 186 miles, while the distance to Los Angeles via the shortest route from Yuma is 304 miles.

The question was: Would the state highway commission adopt the San Diego-Holtville route, or decide on some other route as advocated by Los Angeles? To demonstrate the feasibility of a direct route, Holtville to Yuma, San Diego citizens by private subscription purchased thirty-six carloads of two-inch plank, and donated the lumber to the Imperial Valley people, and a temporary plank road was laid across the sandhills, and the feasibility of the route demonstrated. Later the state highway commission adopted the route officially against the protest of Los Angeles, and a special appropriation of \$350,000 by the legislature is now being spent between Holtville and Yuma. The route is now passable, and it is expected that a permanent highway will be constructed by the state to the Yuma line within the next three years. Arizona is waking up, and connecting with San Diego at Yuma by a direct road, Tucson and Ajo, which shortens the distance across the continent by more than 100 miles. Phoenix is also pushing the building of a direct road to Yuma, and ten or fifteen machines a day are now coming across the continent via Yuma to Imperial Valley and San Diego. It is only a question of time, San Diegans believe, when all the through travel from the South and Southeast will come via Yuma, as the San Diego route shortens the distance across the continent, and is the only route open every day of the year for travel.

One of the most important road-building tasks accomplished by the City of San Diego in recent years was the construction of what is known as the Torrey Pines grade toward the northern limits of the city and leading up—as one comes from the north—from the seashore to the top of the cliffs on which are the famous Torrey Pines. This climb is one of the most beautiful anywhere on the Pacific coast line. The road itself is excellent.

In highway work for San Diego County, none has done more than Ed Fletcher, who for more than ten years has been identified with practically every road movement of importance in the county and with many whose field extends much farther. To this work he has given all of the enthusiasm for which he is well known, and time and money to a considerable degree. He is president of the Dixie Highway Association, whose purpose has been to build a trans-continental highway from Savannah, Georgia, to San Diego, California; vice president of the Old Spanish Trails Association, and vice president of the Bankhead Highway Association. All three have San Diego as an objective point.

CHAPTER XLI

SAN DIEGO'S INDUSTRIES

It is manifestly impossible in a volume of this kind to give anything approaching a detailed history of the county's industries, but mention of some of them is fitting. At the top comes the raising of citrus fruits. Some idea of the importance of this industry in San Diego County may be gained from figures of estimate furnished in 1921 by Guy R. Gorton, county horticultural commissioner. His estimate is that there are in the county 6,671 acres of lemon trees in bearing and 394 acres more of lemon trees that have not come into bearing, while for oranges his estimate is 4,094 acres of bearing trees and 270 acres more of trees not yet bearing. Because of the fact that in recent years thousands of boxes of both these fruits have been taken away from the groves in trucks and that therefore no close check can be had as in the days when practically all fruits were shipped in railroad cars, an accurate count of the production cannot be made. His estimate, however, is that the 1921 production of lemons from San Diego County is 1,334,200 boxes and that the production of oranges, on a basis of 85 per cent of the normal yield, is 521,985 boxes. The lemon yield was figured as normal for the year.

The acreage devoted to lemons in the county has been more than doubled in the last five years, according to official figures, while the number of acres devoted to oranges has grown from about 4,100 to 1,491. Thousands of acres in the county are set aside each year for the growing of wheat, beans, beets, olives, grapes and other products.

The Federal Census reports, compiled for 1920, announced that the county in 1919 had 24,799 acres under irrigation, that the number of acres which the various enterprises could irrigate in 1920 was 31,931 and that the acreage included in irrigation projects was 68,170. The census gave other data of no little interest. The number of farms in the county, for instance, was shown to have increased from 2,298 to 3,200 in the ten-year period of 1910 to 1920, the total value of all farm property from \$31,124,814 to \$64,081,885 and the value of buildings on the farms from \$3,337,382 to \$6,923,517. Figures do not often make more interesting reading than is afforded here.

The movement that resulted in the establishment of a farm bureau organization in San Diego County was begun in 1913 by the Chamber of Commerce. In the fall of that year Secretary William Tomkins, of the chamber, opened correspondence with the U. S. Department of Agriculture and the extension division of the University of California at Berkeley in an effort to get a man placed in the field here.

Early in 1914 Mr. Tomkins, accompanied by H. A. Weinland, then county horticultural commissioner, spent several weeks in the

field, and sufficient pledges of support were obtained to warrant the university in agreeing to send a farm advisor. A mass meeting of farmers was accordingly held in the Spreckels Theatre in March, 1914, and the farm bureau organization was completed, State Leader B. H. Crocheron, and Dean Hunt and Professor Van Norman of the university, assisting.

Judge W. R. Andrews was elected president of the bureau and H. A. Weinland secretary-treasurer. Professor Crocheron announced at that time the appointment of James A. Armstrong as farm advisor. Twenty-six farm bureau centers were immediately organized throughout the county with an initial membership of 548.

Judge Andrews served as president of the bureau for one year, being succeeded by J. A. Campbell of Julian. Mr. Campbell died in 1916, and H. Culbertson of El Cajon was selected to fill the vacancy. After two years' service he was succeeded by G. T. Drinkwater of Lakeside, who served from 1918 to 1920. Felix Landis of El Cajon became president in 1920 and in 1921 was serving his second year.

Farm Advisor James A. Armstrong served one year and resigned, being succeeded by H. A. Weinland, who resigned May 1, 1920. James G. France was appointed at that time and is the incumbent.

There are now sixteen centers in the county, with 850 members, it being found advisable to consolidate some of the centers. A home department was added in 1918, the present home demonstration agent, Miss Fleda E. Smith, coming here January 1, 1919.

The San Diego County farm bureau was one of the earliest organized in the state, the movement in the United States being about two years old at that time. Since then some 2,000 counties in forty-three states have organized farm bureaus with some 1,500,000 members. State and national federations have also been formed and by reason of being "the most influential farmers' organization in the history of the country," wield a tremendous influence on legislative matters affecting their interests.

The projects adopted by the San Diego County farm bureau give an indication of the work carried on by it. Among them are such rural community betterments as better schools, roads, sanitation, mail service, telephone and electric service extension; agricultural betterments, such as pest control, soil improvement, better tillage methods, rotation of crops, better live stock by means of better sires; better crops and better methods of pruning. The home department projects include home millinery and dressmaking, home furnishings, labor-saving methods, care of farm flocks, food preservation, etc.

Three annual county fairs, 1919, 1920 and 1921, have been held by the farm bureau organization, in San Diego, and each was a remarkable success.

The fishing industry has grown to be of vast importance to San Diego. More than passing notice was taken of this work in 1908, when a small fleet of boats brought in about 3,000,000 pounds. In the following year the amount brought to port was 4,000,000 pounds, the work being done by only twenty boats. In 1919 the catch by boats of American registry had mounted to 22,500,000 pounds and in 1920 to 26,000,000 pounds. Several fine and large canneries had been

built meanwhile to take care of the packing, in which a large force was employed. The catch brought to port in the first eleven months of 1921 amounted to 13,358,000 pounds.

In September, 1921, there were 188 fishing boats registered at the San Diego office; about 180 more from outside ports operated from San Diego. Japanese fishermen to the number of 191 led the list of men employed on these boats. Italians came next with 141. The total of American fishermen was 107. The total of all fishermen registered at the port was 588.

The bee-keeping industry of San Diego County, now an important factor in the county's welfare, was started by John S. Harbison, who in 1857 brought from Pennsylvania, by way of New York and the Isthmus of Panama to San Francisco, sixty-seven colonies of bees. Those bees were taken to Sacramento County, sixty-two hives being landed in good condition. It is said that they were the first bees successfully shipped into the state. In the spring of 1864 Harbison moved several small apiaries from Sacramento County to San Diego County and in time built up those apiaries to 4,000 colonies, the principal apiary site comprising nearly 1,000 stands and being on the old Harbison homestead in Harbison Canyon, near Alpine. It is recorded that in 1875 he shipped to eastern markets thirty-three carloads of honey, ten of which he produced from his own apiaries and that in one season at about that time he cleared \$40,000 from the bees he had brought or bred here. Since Harbison's time hundreds, probably thousands, in San Diego County have entered the field of apiculture, and at this time it is estimated by an expert that there are several hundred practical and successful bee-keepers in San Diego County. An estimate made from semi-official sources is that in 1920 there were placed on the market 993 tons of honey from the county. For some time San Diego County, thanks to the start given to the industry by Harbison, ranked first of the communities of the state in production of honey. It now ranks third. The drop which the county has taken in the list is due to two causes: The county's size has been decreased by legislative enactment; vast areas of waste lands have been reclaimed in neighboring counties, resulting in extensive development of artificial flora, which yields an abundance of nectar for bees.

One of the really important industries of San Diego County within recent years is that of poultry-raising. Experts have pointed to this section of California as ideal, because of climatic and other reasons, for the production of poultry and eggs, and within the last five years especially notable advances have been made on those lines. Some illustrative figures are provided by the history of the San Diego Poultry Association, which began in March, 1916, with an original membership of seven and by 1921 included 625 members, owning more than 300,000 laying hens; it has been estimated that this figure represents perhaps only about half of the industry's importance in the county. The association was incorporated as a stock concern in June, 1919, with an authorized capital stock of \$100,000 divided into 4,000 shares of \$25 each, sold to members in proportion to their flocks. In January, 1920, the association bought a whole city block at 22nd Street and Imperial Avenue and built a warehouse and mill

to facilitate the handling of feed and products; this cost \$50,000. The association in 1920 handled 110 carloads of 12,000 dozen eggs to the car.

The Poultry Producers of San Diego, Inc., a concern closely allied with the Poultry Association, was incorporated in June, 1919. A weekly egg pool is a feature of the producers' plan of operation by which in the first half of 1921 there were handled 45,363 cases of thirty dozens of eggs to the case. Storage of eggs in periods of large production and low costs is another feature of the plan.

The advance of the city's industries can be measured in this chapter only by totals and in mere outline. In the city proper it is estimated that in the last twenty years the number of manufacturing establishments has grown from fewer than sixty to more than 450, employing now about 8,000 persons as against 300 in 1899 or 1900, that the yearly payroll in the same period grew from less than \$200,000 to about \$9,000,000. The payroll in 1916 was set at about \$3,000,000 a year. The products of these establishments have grown in the last twenty years from about \$700,000 a year to a figure about fifty times that amount, at least on the basis of post-war prices.

In 1919 San Diego canneries packed a total of 581,300 cases of various products, as follows: Olives, 60,000; olive oil, 10,000; tuna, 250,000; sardines, 150,000; turtle, 15,000; fruit and vegetables, 70,000, tomatoes, 26,000. At that time a pamphlet prepared for the county supervisors and published by their authority, announced that the city had more than 200 manufacturing enterprises, including those producing sardines, tuna and other canned fish, fruit and vegetables, building materials, lumber, onyx and marble products, plumbing fittings, cement pipe, sash and doors, common and pressed brick and tile, magnesite products, fire brick, gasoline engines, hoists, irrigation machinery, automobile tires, furniture, mattresses, packing house products, olives and olive oil, trunks and bags, paper and wood boxes, coffee, spices, extracts, baking powder, washing powder, brooms, show cases, jams and jellies, flour, ice, salt, butter, cigars, candy, macaroni, soda water and other soft drinks, gas and power.

At that time the San Diego Consolidated Gas & Electric Company had 695 miles of electrical transmission system and 527 miles of gas mains in the city and surrounding districts. Its equipment enabled the company to furnish 17,000 electrical horsepower and 7,550,000 feet of gas a day.

Among the leading industrial establishments of the city is the Spreckels Savage Tire Company, which has a large plant on Main Street. Another large industrial plant of the bay region is that of the San Diego Oil Products Corporation, which took over the Chula Vista plant of the Hercules Powder Company after the war and has done much in the manufacture of various products from cottonseed, brought from Imperial Valley and other points.

CHAPTER XLII

NATIONAL CITY AND THE KIMBALLS

Of all the communities near San Diego none has a more interesting past than has National City, which at one time, due to the coming of the Santa Fe Railroad, bade fair to run San Diego a close race for supremacy, and which, because of its position on the bayshore and its climatic and other advantages, is practically certain to contribute an important chapter to later history of the county.

Quiet for many years following the disappointing action of the Santa Fe in removing its shops to San Bernardino and often made the butt of a thoughtless stage joke, National City in recent years has maintained a steady growth, and its citizenry contains a number of active, ambitious men and women whose efforts are sure to count for future prosperity and importance.

The history of National City is closely bound up with that of the Kimball family of which Frank A. Kimball was the leader. He and his two brothers, Levi W. and Warren C., sons of Col. A. C. Kimball, a builder and contractor of Contocook Village, New Hampshire, left their New England home in 1861 for San Francisco where for seven years they followed their father's business footsteps in that city and Oakland. By hard work they piled up a considerable amount of money, but in 1868 Frank A. Kimball's health had become seriously impaired, and his physician urgently advised him to remove at once to a more kindly climate. He journeyed south and at last came to San Diego, in which A. E. Horton was about to start his city. Kimball went along the bayshore to what is now National City and became convinced that the excellent location of the Rancho de la Nacion, with its forty-two square miles of land and six miles of waterfront, was almost ideal for the establishment of a city.

The Rancho de la Nacion was a Mexican grant with a United States patent, extending from the south line of the Pueblo of San Diego to San Miguel Mountain, its southern boundary yet undetermined, its western limit being the bayshore. This immense tract was granted on December 11, 1845, to Don Juan Forster, whose real name was John Forster and who had come to California in 1833 from his home in England and had settled at Los Angeles at that time. In 1844 he went to San Juan Capistrano and bought the ex-Mission lands at that place. For many years Forster was a very wealthy man and lived and entertained in magnificent style, but in his later years his affairs became badly involved, and he left little when he died, February 20, 1882. The Rancho de la Nacion was transferred on November 11, 1854, to F. L. A. Pioche, who in 1868, when Kimball arrived at San Diego, was living at San Francisco. Kimball on his return

to that city after his visit to San Diego, soon saw Pioche and concluded a deal by which three of the five Kimball brothers, Frank A., Warren C. and Levi W., bought the grant for \$30,000. The Kimballs soon came to their purchase and arranged with George S. Morrill to survey the great tract, the cost of that work being \$10,000. The engineers' headquarters was established on the edge of the Sweetwater Valley, in which, it is said, were the only trees then on the great ranch. In the survey were included the lines of National Avenue, 100 feet wide, and since its establishment one of the important thoroughfares of the county. The city site was marked out at the northwest corner of the ranch and soon was platted with blocks measuring 250 by 250 feet and streets eighty feet wide, except National and Eighth avenues, each of which was made 100 feet wide. Mr. and Mrs. Frank A. Kimball then set themselves to the task of building a house, the first home erected between San Diego and the Mexican line. The materials for this house, built on a ten-acre tract west of National Avenue between Ninth and Eleventh streets, were brought to San Diego harbor from San Francisco on a vessel chartered by Kimball. The residence and its surrounding orchard and grounds soon became one of the most noted "show places" of all Southern California and was visited by many well known people who came to San Diego. In the same year Mr. and Mrs. Thomas Walker, who had followed the Kimballs to National City, built the second house in the district. This was built on the east side of National Avenue, near Eighth Street. E. Pinney built the third house in the city. Then the Kimballs put up a real estate office opposite the Kimball residence, on National Avenue. By that time there had started a considerable influx of settlers from all over the United States toward San Diego, and many of these were attracted to National City. In 1869 Frank A. Kimball was followed to the ranch by his brothers, George L., Levi W., Warren C. and Charles H., and by his sister, Mary E., the wife of Fred Copeland. The Kimballs, realizing that to get settlers they must provide a method by which those settlers could build homes, opened a lumber yard and filled it with 3,000,000 feet of lumber, brought from San Francisco in nine vessels. They also fenced in the whole ranch and stocked it with sheep which were brought from the north. Levi W. Kimball did not remain long at National City, but went back to San Francisco to live. The others of the Kimball family, however, remained; arrangements were made whereby Frank A. and Warren C. took over nearly all of the great grant, and the two managed its affairs and took part jointly in many efforts to build up the community, which, if it had forged ahead in such a way as was expected, would have made the Kimballs many times millionaires. The Kimballs left nothing undone which they could do to make the community grow and contributed with such generosity to all projects for its growth and betterment that the impoverished themselves in the end.

Mention has already been made of the many who came to San Diego and vicinity in 1869, that year having been marked as one of the most fruitful for all of Southern California in that respect. National City got its share of the new residents, and by the end of the year there had grown a demand for better mail service. A postoffice was opened in the home of George L. Kimball, who became post-

master. His salary was \$12 a year. Three mails a week from Fort Yuma to San Diego passed through National City, and mail had to be changed at all hours, for the stages were often delayed by bad weather, washouts and sandstorms on the desert of what is now the garden spot, Imperial Valley.

The Kimballs were among the first to realize that unless San Diego and its neighboring towns had a direct railroad connection with the East the community would not gain much importance, and Frank A. Kimball and his brother Warren C. worked through many years to bring that railroad. In 1869, when there were only about a dozen homes at National City, John C. Fremont, head of the Memphis & El Paso road, sent Morton C. Hunter to the place to see what inducements would be held out if the road should be built from Memphis to National City. The Kimballs offered 10,000 acres of the National Ranch, but the railroad plan was soon abandoned because the necessary money could not be obtained. Two years later the Texas & Pacific plan was started by Thomas A. Scott, as related somewhat fully in an earlier chapter of this book; to this enterprise the Kimballs offered a rich subsidy—11,000 acres of the ranch and nearly half of National City, with a forfeiture clause in case the railroad should not actually be built. Scott's failure caused about half of National City's people to leave for other places. Those who remained, however, did not give up hope of a railroad connection with the rest of the country, and in 1878 Frank A. Kimball opened correspondence with a number of eastern railway men. In the following year, as the result of a meeting in which he was joined by Elizur Steele of National City and E. W. Morse of San Diego, a plan was drawn up to get a railroad into San Diego's bay region. Kimball left on June 29, going to Philadelphia and then Boston, where he began negotiations with the directors of the Santa Fe line. This conference ended with an agreement on the part of the Santa Fe interests to build forty miles of road directly east from San Diego Bay within eight months and to continue the road by way of Fort Yuma as a trans-continental road. Many people came to San Diego and vicinity as the result of this project, but again disappointment came, as related elsewhere in this history, the Santa Fe being diverted from its original plan by a deal with the St. Louis & San Francisco Railway. On May 5, 1880, Kimball again started back East, mortgaging his home for funds to pay his way, and that trip East resulted in the signing of the articles of agreement by which the Santa Fe interests joined in with Kimball and others of National City and San Diego to have the California Southern Railway built. To the railway company were conveyed 10,000 acres of the Rancho de la Nacion, and about half of the unsold blocks in National City as against 4,500 acres and 300 blocks in the City of San Diego. On December 6, 1882, with Kimball at the throttle the first locomotive ever seen in the bay region was run in National City, a short distance from the wharf to the engine shed, the engine having been brought from San Francisco on the deck of a schooner. The first through train from the north arrived on November 21, 1885, its coming being the occasion for a demonstration. The plans of the Santa Fe, as then announced, were for a great terminal at National City. Four large wooden buildings were erected in 1881 for tem-

porary use, while nine brick structures, each to be at least 250 feet long, were to be put up, with fifty-two tracks abreast, to handle the great traffic which was expected to materialize from the ambitious railroad and steamship plans that had been made. The steamship plan never was carried out, and although nearly 3,000 tons of modern machinery were shipped to National City, none of the brick buildings except one was started and that was small and was torn down almost as soon as it was erected. The four wooden buildings did service as car and machine shops for some time, and at one period about 350 men were employed in the National City yards. This caused the city to grow fast. Much repair work was done in the Santa Fe shops, and about 500 cars, ranging from common flat cars to passenger coaches, were built there. When the land grants had actually become the property of the railroad, the shops were dismantled and the machinery was sent away, part of it going to San Bernardino, where shops were erected, and part of it to Mexico City, where the Santa Fe syndicate had interests. Some 500 families were forced to leave National City, and some of their homes, after standing idle for several years, were taken to San Diego. Kimball, to quote Mrs. E. Thelen, who has written a valuable sketch of the Kimball family, "lost the little remnant he had hitherto saved." National City had received a blow which will not be forgotten by her people for many a year. When Kimball had lost that little all, he was appointed a commissioner to the fair at St. Louis, and it is recorded that from his pay he saved \$430 with which he began life anew, going into the real estate business and at the age of eighty facing the future with a smile and saying to his friends, "What do I want of much money?" Frank A. Kimball died in August, 1913, a year after his wife had passed away. Warren Kimball died in 1911; his wife, known widely as Flora Kimball, who wrote for many readers in her life time, died in 1898. In her sketch of the Kimball family Mrs. Thelen pays a notable tribute to the two wives. In it she says:

"What were they doing while their husbands were bending every effort to accomplish the Herculean task of connecting National City and San Diego with the rest of the world? Were they grumbling and fretting because their holdings were gradually but surely shrinking? Not so. Although the manner of their laboring was widely different, both were laboring for the happiness and the uplift of the inhabitants of National City. Mrs. Flora Kimball, from her beautiful home at Olivewood, where she cultivated a profusion of flowers, many of them rare exotics, gathered by friends in tropical countries, was a great worker in the public schools, encouraging the children by the deep interest she took in their personal welfare, as well as by many a little address in which self-helpfulness was ever the keynote. Mrs. Flora Kimball was deeply interested in civics. It is owing to her persistent urging that the city fathers finally planted, under her supervision, the shade trees which make ours a 'city beautiful.' To the regret of all who knew her, Mrs. Flora Kimball several years ago passed over into the Great Beyond, leaving her husband to pass the evening of his life at Olivewood, alone, except for the strangers who care for his house.

"Mrs. Frank A. Kimball confined her labors to her home. During those early days of hardship, when so many families had found it much easier to come here than to get away, when there was absolutely no work for wages to be found, many and many a one would have suffered hunger over and again, had it not been for this kindly, hard-working woman, who, aided by her mother and Miss Sherman, thought nothing of preparing food for sixty during one day; not for one day alone but for day after day, and never a cent did she receive in return. And more than this, there was a certain drawer in the escritoire into which all the rent money went—at one time there were thirty-nine houses from each of which more or less rent came in. This money was never counted. When a case of distress came, it was relieved out of that drawer. If the drawer was empty before the end of the month, the man of the house replenished it from other sources. When suffering became unbearably great, these charitable people devised a way to furnish wages to the men. They had National Avenue smoothed off and then they gave it to the town. And when the last great smash-up came, and all the property went, Mrs. Frank A. Kimball shed never a tear."

Mrs. Warren C. Kimball wrote many magazine articles descriptive of Southern California and of the San Diego Bay region. Her articles on woman suffrage also attracted much attention. She was the first woman elected to the school board of National City and also was active in the establishment of the city's free public library. She was born at Warner, New Hampshire, July 24, 1829, her maiden name being Flora Morrill. Her early life was spent in teaching.

A list has been compiled of many of the early settlers of National City. In 1868 there came Frank A. Kimball, who landed at San Diego on June 1; Warren C. and Levi W. Kimball, who arrived late in June; George S. Morrill, who also came in June, and Mrs. Frank A. Kimball, who arrived in July and was the first American woman to live on the great Rancho de la Nacion. Those who came in 1869 included the following: Mr. and Mrs. Theron Parsons and Mr. and Mrs. Thomas Walker, who arrived on January 27; Mr. and Mrs. E. Pinney, Mr. and Mrs. L. L. Roberts, Mr. and Mrs. Luzerne Roberts, Mr. and Mrs. Valentine, Elizur Steele, George Kimball and his family, Mr. and Mrs. Fred Copeland, Mr. and Mrs. Gary, Mr. and Mrs. Evans, the Wincapaw family, the Gentry family, the Littleton family and the Tipton family. In 1869 there also came a number of emigrants from Texas who put up temporary shelter and later moved on to Potrero, in San Diego County, settling at that point. In the '70s came Charles Kimball with his wife and daughter, Mrs. Warren C. Kimball, the Floyd family from New England, John Steele, whose daughter was Mrs. J. A. Rice. Herman Shole and the Misses Maria and Deborah Steele arrived from Milwaukee in the late '70s or early '80s. Henry Schaubut came from Mankato, Minnesota, in the early '80s. Charles Gifford came from Vermont in the '80s. Mr. and Mrs. E. Thelen, for many years prominent in National City, came from Nebraska in January, 1888. The Kimballs came from New England, and the large number of New Englanders who followed them to this far western corner of the nation made quite a settlement by themselves.

Ward Boyd and his family went to the Otay Valley, not far from National City, in September, 1876. Mr. Boyd died there on April 28, 1879. Mrs. Boyd and her children moved to National City in 1883, where she died on June 26, 1909. The family was active in National City's affairs. Another National City family which has been closely identified with National City for many years is that of Mr. and Mrs. A. P. Alexander, who came from San Bernardino in 1889. Mr. Alexander has been in the employ of the Santa Fe for many years and he and his wife have eight children living, all of whom are in California, four being residents of National City; one, Kyle William Alexander, was for several years editor and owner of the National City newspaper, for which he rendered fearless service, while another, Leon R. Alexander, did distinguished service in the World war. Reference has been made to the arrival of Mr. and Mrs. E. E. Thelen in National City. Mr. Thelen was for years cashier of the Peoples' State Bank. Deeply interested in civics, he did yeoman work as city trustee; also for the schools and the library. One of their three sons, Max Thelen, made a remarkable record as a student at the University of California, later became president of the State Railroad Commission, during the war rendered valuable services to the administration board in Washington, D. C., and then began the practice of law in San Francisco. Mrs. Thelen has been one of the most active women of San Diego County in civic, war work, exposition and other lines and is recognized as one of the foremost citizens of the county. She is now preparing National City's war record. Another woman resident of National City who has given much of her time for the community is Miss Laura Kimball, daughter of the late Mr. and Mrs. George Kimball. She served at one time as postmistress of National City, has kept many valuable historical records, has long kept records for La Vista Cemetery Association and is known widely for her contributions to the American Fern Society.

National City was incorporated in 1887. A petition for an election to incorporate was presented to the county supervisors on August 23, of that year, among the signers being Frank A. and Warren C. Kimball, J. C. Ball, J. A. Rice, S. S. Johnston, O. E. M. Howard, S. E. Harris, Lynn Boyd, H. H. Rice, F. P. Reed, G. W. Beermaker and C. L. Josselyn. The election, held September 10, resulted in a vote of 190 for incorporation and nineteen opposed to it. The first trustees were George W. Chase, O. E. M. Howard, Daniel Hawkes, Julius A. Rice and Frank P. Burgess. Other officers elected were Levi N. Stevens, treasurer; George H. Hancock, clerk; Eugene E. Baker, marshal. The town at that time had a population of about 1,000.

The population of the city from 1890 to 1920, is shown in the Federal census reports as follows:

1890	-----	1,353
1900	-----	1,086
1910	-----	1,733
1920	-----	3,116

The earliest settlers of National City—those who lived there and were men grown when there was no building nearer than the military barracks in San Diego and who journeyed their way undis-

mayed from that city to National City over paths that followed natural contours, as there were no roads—all those have been gathered in. In their place now is another set of men, some following close on the heels of the original settlers, other lately arrived, who are helping to carry National City toward the goal of which the Kimballs so confidently dreamed. Mentioned somewhat in the order of their arrival at National City, their numbers includes the following: Dr. T. F. Johnson, E. Thelen, John E. Boal, Ernest Bullen, the Rev. E. S. Hill, James Burnham, J. J. Skinner, Edward Willoughby, A. A. Jerauld, Daniel E. Lozier, Dr. E. M. Fly, Dr. Carl S. Owen, Dr. Arza J. Noble, Dr. E. E. Coburn, the Rev. Hector Clowes, R. E. Smith, John Becker, Arthur C. Blackman. The city officers of 1921 are: Fred Hertel, mayor; other trustees, G. A. Boulette, William Cordingly, Miles S. Edgerton, J. C. Snook; city clerk, James Mullen; city engineer, C. B. Ireland; city justice, F. B. Meriam; city treasurer, Mrs. Lillian K. Ogden city auditor, Miss Mary Bowman.

The war record of National City, as is the case with many other communities in San Diego County, is still far from complete, although Mrs. E. Thelen, has done much to bring it to a state approximating completeness. From these lists it appears that at least 120 men from National City entered the service and that as many as fifty enlisted before the selective draft.

National City lost the following:

By death in action—Grover T. Porter.

By death of disease—Kenneth L. Blanchard, Henry Edwin Kuykendahl, Arthur Kimball Patterson, Preston A. Roberts.

By death through accident—Arthur L. Holmes.

Disappeared—Ernest W. Huey, discharged from Camp Taylor, Kentucky, March 5, 1919. No word has been received from him by his family since January, 1919.

The National City Post of the American Legion, known as Southwest Post, No. 255, was organized February 10, 1921, with a membership of fifteen. A number of National City men who were eligible to membership had already joined the San Diego Post, which was organized much earlier. In July of 1921, the National City Post had a membership of twenty-three. Officers of the post in that year are: Commander, John F. Covert; vice commander, Joseph A. Burke; adjutant-treasurer, Edgar D. Boal.

The National City branch of the San Diego Red Cross was established April 18, 1917, in the basement of the newly completed Methodist church building and maintained headquarters there as long as it was in active work. The first officers were: Mrs. John Burnham, chairman; Mrs. Joseph O. Herbert, secretary; Miss Mabel Raymond, treasurer. In many ways especially in the influenza epidemic, the officers and members did valiant service. In this period a hospital was operated in several buildings on the high school grounds, and the local doctors, already rushed by private cares, rendered praiseworthy service. Once a month for twenty-seven months an automobile loaded to the top with such things as men in a hospital enjoy was sent to Camp Kearny. During the first six months Mrs. Arza Noble was manager of this branch of the work and was assisted by Mrs. E. Thelen. When Mrs. Noble was elected chairman of the Red Cross,

Mrs. Thelen was put in charge of the enterprise, the automobiles being lent and driven by various members. The ladies engaged in this work received many expressions of gratitude from the men at camp. The work was continued as long as the hospital at Camp Kearny remained open. The average membership of the National City Red Cross was about 400. The Junior Red Cross of National City rendered valuable assistance. In November, 1919, Mrs. E. S. Coburn was elected chairman of the Red Cross, Miss Lula Riggle, secretary and Mrs. Currier, treasurer. They are still in office. The service flag of the local Red Cross contains 108 stars. An idea of the work done by loyal members may be had from the fact that they made more than 20,254 surgical dressings, and several thousand other pieces of work were turned out, that hundreds of magazines and books were collected by them and that in many other ways they did valiant service during the period of the great war. No other community with the means at hand could have done more.

That the work was well done was proven by the fact that almost from the first it was accepted by the parent chapter without inspection.

The first post office was started in 1870, with George Kimball as postmaster. It was located at the corner of National Avenue and Eleventh Street, in the front room of Mr. Kimball's home, in a drygoods box draped with a shawl. The mail came by coach from San Diego. Mr. Kimball received \$12 as his salary for his first year's work. He was often assisted by his daughter, Miss Laura Kimball, who several years later became postmistress, replacing her cousin, Levi Dimond who was stricken with a fatal illness in 1876. At a later period, the post office was moved to Seventh Avenue, into the grocery store of George Parsons, then postmaster, and long lines of people waited for their mail in front of the store in the boom days of '87 and '88.

The post office was later brought back to National Avenue, being at the present time just off the avenue, on Eighth Street East. It has come to be of the third class, falling just short of the second. The office occupies unsuitable, cramped quarters; the postmaster, P. T. Mizony, brought this to the attention of his superiors. A call for bids for a new home for the office was issued and the Masonic Temple Association of National City is erecting a concrete building on the west side of National Avenue, under lease to the Federal Government. It adjoins their new temple. Mr. Mizony has one assistant, Miss Helen Leffert.

Mrs. M. B. Starr, wife of the then Congregational minister, taught the first school in National City. It was a private school; land, schoolhouse and salary were donated by the Kimball brothers. The building was situated on the west side of National Avenue and was eventually moved to Sixth Avenue and Eighteenth Street, where it was conducted as a boarding house. Several of the families coming here in 1869 and the early '70s had four or five children each. Among successors to Mrs. Starr, were Miss Millicent Birchfield who later became the Mrs. Bacon who until a few years ago was one of the well-known teachers of this county; also, Miss Clara Wall and a Miss Skinner.

The first public school opened in the fall of 1880, in a frame building on the east side of National Avenue, near the site of the present firehall. J. A. Rice was the teacher. He had fourteen pupils with an average attendance of twelve. Mr. Rice taught one year only, as the new San Diego High School had need of him.

Soon after this, the growth of the town demanded more school facilities. The Sixteenth Street schoolhouse was built to accommodate the younger children of "Tar Flats," as that part of town in the vicinity of the Santa Fe yards was then called. The usefulness of this building was increased later on, by the addition of open-air schools.

A four room two-story building was erected where the present high school stands and was an "old building" when the local high school was first organized in 1895, a three year course having been planned. A year or two later, it was reorganized into a full-fledged high school and was accredited to the State University in 1898 under the principalship of Mrs. Gertrude Wilson.

Almost from the inception of the high school, it drew young people from the adjacent districts, the school money for whom enabled the trustees to hire the added teachers needed under the law. In time, it became evident that a much larger schoolhouse was a necessity, and the central part of the present fine Mission style building was erected in 1907, being completed in 1911, by the addition of wings. The student capacity of this building is 350. The high school this year taught 290 pupils, of whom 110 came from the outside. At the time this building was being planned, the southern part of town wanted very much to have it. In order to smooth the ruffled feathers, a primary grade building was erected on Highland Avenue near Sixteenth Street and was later augmented by an open-air building; the first building of this nature, locally, was built in 1912.

Continually greater demands have been made upon the seating capacity of the public schools of the town, until, even with a little village of open-air buildings, the situation was no longer tenable. Everything considered, it was deemed wise to form a Union High School and thus erect buildings and shops sufficient and suitable that those attending it could have elbow room and have the full advantage of all the new ideas in school-work. With this in view, a board has been working for practically two years and has succeeded in forming a union of ten districts with National City at the north, Bonita at the east and including the entire strip south to the Mexican line. All the other preliminary steps were taken and in 1921, the new building was erected in the southern part of National City, on the northern edge of the Sweetwater Valley. It is to be known as the Sweetwater Union High School. It stands on the old E. C. Forbes place, and is a building of which any town might well be proud.

National City has six churches: The Congregational, Episcopal, Methodist, Baptist, Catholic, and the Spiritualist. All congregations are well housed at present, the Baptists having just completed a fine, modern building, on F Avenue and Seventh Street, at a cost of between \$14,000 and \$15,000.

The first church established was organized November 14, 1869, as an independent Congregational church with eleven charter members. Rev John Price was its pastor. E. S. Hill is the present pastor.

St. Matthew's Episcopal Church was consecrated in 1890. The building is very fine and cost \$5,000, while the rectory adjoining cost \$2,200. Elizur Steele donated the land for the purpose. F. A. and W. C. Kimball furnished nearly all the money. The present rector is Hector E. Clowes, formerly of Mexico and Montana.

First steps toward the organization of a Baptist Church were taken November 6, 1887. In July 1888, J. F. Childs was invited to become pastor. The present pastor is G. M. Parks. Mrs. T. F. Johnson is the only present member of the original fifteen members.

The Methodist Episcopal Church was started in 1886, and completed in 1887, when on July 31, it was dedicated, free of debt, by Bishop Fowler. None of the names of charter members are now found on the roster. It was apparent, some ten years ago, that a larger church was needed and a fine building, modern in all respects, and costing \$20,000, was erected on Eighth Street East, at C Avenue. It had been dedicated and was housing a large congregation when the local branch of the Red Cross was established, April 18, 1917. The church offered its modern basement to the Red Cross for a meeting place, and the offer was gratefully accepted. Last year (1920) a comfortable six-room parsonage was erected on lots adjacent to the church, costing \$5,000. Rev. Frank P. Morgan is the present pastor.

In 1909 a Catholic parish was formed in National City and in 1910 a church was built on Fourth Avenue, just south of Eighteenth Street. The building is 32x60 feet and well arranged. The Rev. H. Eummelen organized the church and was the first acting priest. The present priest is Father Michael Egan.

Near the Fourth Avenue station of the carline, the Spiritualists erected a church several years ago. Their leader is Rev. Lee Morse.

There was, in the late '80s, a Presbyterian Church on Eighth Street East. The congregation was small; only one of the original members is now living here. She is Mrs. Ida Wallace, now the wife of Capt. M. J. Hogarty of East Eighth Street. For several years they carried a heavy burden of debt and finally decided to join with the Congregationlists. The experiment was not a success. Nor have the local Presbyterians ever reorganized. The Congregational Church bought the Presbyterian Church building and added it to their own original structure where it houses the Sunday school and the social hall with dining room and kitchen.

The Seventh Day Adventists maintain a chapel in connection with the Paradise Valley Sanitarium.

At the close of the canvass of the park bonds election, July 13, 1909, National City was in possession of a fifteen-acre park site, extending along the east side of National Avenue, from Twelfth Street. Of this site, landscape architect Cook said that it embodied all the features to be found in the best parks of the world and that its topography is such as to admit of extensive and varied landscape gardening. Under the watchful eyes of William Russell, the

park developed into a spot of beauty. It contains many rare shrubs and in season is gorgeous with dahlias and poinsettias. The park forms a beautiful setting for the Carnegie Library and the firehouse.

National City's library was started in 1895 in the Boyd building and was established as a free public library in 1896. The present building on National Avenue was constructed from a fund from the Andrew Carnegie corporation and cost \$10,000, exclusive of the furniture. Construction was started in June, 1910, and was completed in November of the same year. The building is of two stories and has seven rooms, with a book capacity of 20,000 volumes. The affairs of the library are handled by five trustees, elected for three-year terms, the present board consisting of Mrs. E. Thelen, Dr. Theodore F. Johnson, president; Mrs. Carl S. Owen, Dr. E. S. Hill and Mrs. S. Herbert Boal. The library on July 1, 1921, had 6,993 volumes, the total circulation for the year ending at that time was 26,542, and the number of card holders was 1,072.

The first bank established in National City was the Bank of National City, on Seventh Avenue. It was organized in 1887 with Frank A. Kimball as president, Warren C. Kimball as vice president and J. Gordon, as cashier. Its capital stock was \$300,000, of which \$30,000 was paid in. The panic of 1893 caused the bank to close for a few months; it opened again but closed permanently in 1895.

The People's State Bank, on National Avenue, was opened in 1888, with Elizur Steele as president and E. M. Carver as cashier. It was reorganized in 1890, H. Shaubut becoming president and E. Thelen cashier. The capital stock was then \$50,000. In 1908 the bank was sold, Captain John L. Sehon becoming the new president and Bishop Edmonds the cashier. The capital stock was reduced to \$25,000 and the bank was removed to Chula Vista. With the balance of the capital stock, \$25,000, the People's National Bank was organized with Sehon and Edmonds in charge.

The National City State Bank, on National Avenue, was organized in 1918, with a capital stock of \$25,000. Edward Willoughby was its first president and J. W. Donohue cashier. The present president is San Francisco and the cashier is J. L. Matthews.

There are three women's clubs in National City, their membership largely overlapping. The oldest of these is the Friday Club, said to be the oldest club in the county and known at the beginning of its existence as the Social Science Club. It is a literary, parlor club, active membership being limited to twenty and associate membership to ten. Next in point of age, is the Olivewood Club, meeting at the Olivewood club house. This club has several departments, chief among these being arts and crafts. The third club is called The Three M's Club; it is purely social and consists largely of members of the Friday Club and of the Olivewood Club. At present it has forty members. All three clubs frequently do civic work and during a part of the war a branch of the National City Branch of the Red Cross was maintained at the Olivewood club house.

After the death of Mrs. Warren C. Kimball, which occurred July 2, 1898, Mr. Kimball desired to erect some monument in commemoration of her life and work. He finally decided that in view of all she had done for the advancement of women a clubhouse for

women would be the most appropriate and would be most pleasing to his departed wife. He therefore erected, on land adjoining his home, a fine clubhouse with all modern facilities, having an auditorium with a seating capacity of 200. Mr. Kimball said it was to be "for all the club women of National City." So far as is known, the clubhouse was never offered to any club. The Olivewood Club, many prominent members of which lived near Olivewood, gradually assumed the management of the clubhouse and the fine dedication program, in 1910, was arranged by the members of that club. The building is generally spoken of as the "Olivewood Clubhouse."

On September 28, 1882, William Burgess established the first newspaper in National City, under the name of The National City Record. Previous to this time, a San Diegan, Will Christiance, issued a paper in San Diego which carried a column of National City items. Mr. Burgess issued the National City Record as a weekly, which it still remains at the present day. The name was later changed to the National City News.

Mr. Burgess was succeeded by H. A. Harbaugh and since then the paper had changed hands many times. The present editors are Cornelius and Raymond. The building is on National Avenue.

In November, 1919, the beautiful temple of the Masons of National City was fittingly dedicated. It is a two-story, straw colored, concrete building. The lodgeroom with kitchen and all other modern arrangements, occupies the second story reached by a wide, shallow staircase. The lower floor is occupied by the offices of the Sweetwater Water Corporation.

Previous to the dedication of this temple, the Masons met in a hall in one of the oldest buildings of the town, situated not far from the present site.

The following fraternal orders all in flourishing condition, exist in National City:

Southwest Lodge No. 283, F. & A. M.

Loma Lodge No. 159, K. of P., instituted October 4, 1888.

Woodmen of the World, organized July 10, 1901.

Fraternal Aid Association, organized July 2, 1898.

Silver Gate Court 4961, I. O. F., organized in 1909.

National City Firemen's Club, organized in 1908.

The Yeomen Lodge has a large membership.

The Eastern Star.

The Santa Fe began building its shops at San Bernardino in 1886, and they were completed in 1887. The moving of the shop forces was done gradually.

In 1912, taking advantage of the remarkably even climate of National City and its site on the bayshore, the Santa Fe established a lumber yard of about fifty acres there for the seasoning of ties. Lumber and ties are brought in from the north and other points. In 1912, the tie yard received 1,000,000 oak cross ties from Japan. In 1919, for example, thirty-seven boats brought lumber to the yard. In the first six months of 1921 there were sixty-three shiploads received. According to railroad officials, the Santa Fe in 1920 received at National City 10,000,000 feet board measure of lumber and 400,000 cross ties. In the same year, it shipped out to various

390 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

points on the system 8,500,000 feet board measure of lumber, 920,000 cross ties and 70,756 lineal feet of piling, which placed end to end, would extend over thirteen miles.

In 1920 the Santa Fe shipped out 603 carloads of freight from National City.

An institution of importance not only to National City but to San Diego and other nearby places as the Paradise Valley Sanitarium, established in April, 1904. It has a campus of forty acres laid out in orchards, fields and lawns. The main building is of three stories and will accommodate about sixty-five patients or guests, as they are called. Six physicians and forty nurses are employed and several visiting physicians are on the medical staff. The actual investment in buildings, furnishings and land has been stated as more than \$150,000. A hospital to cost \$50,000 is being planned.

The Ellwyn Sanitarium, started in 1912 by Dr. E. S. Coburn and his wife at Highland Avenue and Eighth Street, soon grew in response to the demands of the community and was removed in February, 1913, to a large concrete building at National Avenue and Seventh Street which had been opened as a hotel. On July 1, 1918, Miss N. R. Sallada, a registered nurse, leased the building and took charge of the sanitarium. It now has twenty-six beds and has been kept very busy. A large number of accident cases are handled there.

The Park View Sanitarium of National City was opened in 1917 by Dr. Carl S. Owen. It is operated by Mrs. Bina Clarke as a maternity hospital.

The recent growth of National City is shown plainly in figures compiled by the San Diego Consolidated Gas & Electric Company, which serves the community with gas and electricity. Service of electricity was begun in June, 1904, gas in August, 1906. From 1912 to 1920 the number of gas consumers grew from 479 to 774, and consumers of electricity from 404 to 836.

National City has an active Chamber of Commerce, reorganized in the spring of 1921 with Ernest L. Bullen as president and an enthusiastic membership.

National City, in addition to such business enterprises as are found in most towns of its size, has a \$10,000 Carnegie Library, a fine fifteen acre park, an adequately equipped fire department, a commodious movie house up-to-date in every respect, many miles of paved streets and walks, and a complete lighting and sewer system.

Added to these National City has several important industries including poultry raising and packing and treatment of citrus fruits, and these have all grown steadily. In 1921 a count of birds owned by eighty-nine persons showed 32,278 laying hens, the flocks ranging from twenty to 4,000 to a person, most of the plants costing from \$600 up. Citrus fruits, with sufficient water provided, thrive in and about National City. Many years ago the San Diego Fruit Company, owning several hundred acres of the finest citrus orchards in the county, built a large packing house on the west side of Ninth Avenue, and thousands of cars of lemons and oranges have been shipped from it. Near this plant is that of the W. J. Bush Citrus Products Company, originally, in 1898, the California Citrus Products Company.

In the years following 1898 the plant has turned out large quantities of citric acid, beverages and other by-products of the lemon. Thousands of tons of lemons have been used by the concern. By-products from apricot kernels have also been made with what is reported to be a great success.

Blackman, Inc., in 1919 established on First Street, National City an enterprise in turtle products. Pasadena capitalists bought the plant in 1920. Another plant established by the Blackman interests is an extensive fish fertilizer plant, said to be the largest in the United States. Large quantities of the product have been used in nearby citrus orchards, while large shipments have been sent to other sections. The McManis Citrus Products Company, close to the packing house, has been started recently.

CHAPTER XLIII

OTHER TOWNS OF SAN DIEGO COUNTY

In the pages immediately following an attempt has been made to present at least a sketch of the history of the principal San Diego County communities outside the city. It has not been possible, in the time allotted to the writer, to prepare such a sketch for every community, but the largest and most important have received careful attention, and a sincere effort has been made to set down the most essential facts regarding each town.

CORONADO

Coronado Beach was opened up in the '80s by E. S. Babcock, H. L. Story, Jacob Gruendike and Joseph Collett, who organized the Coronado Beach Company, with the idea of making a city of homes. The townsite was laid out in 1886, and during the boom, and while the Hotel del Coronado was being built, water pipes were laid over the island and many residences were built.

Coronado Tent City, famous throughout the United States, was started in a small way in the summer of 1900 and grew rapidly in popularity. Its music, aquatic sports, bathing and other attractions have made the resort one of the most popular in the United States.

One of the periods of Coronado's greatest advancement came in 1909 and 1910. In the former year John D. Spreckels built his fine residence, whose reported cost was \$100,000. The Coronado Public Library, an imposing structure on Orange Avenue, was built and furnished and given to the people in the same year by Mr. Spreckels; it was dedicated in June, 1909. At about this time A. B. Daniels and other wealthy men bought or built imposing residences in the beautiful city across the bay from San Diego, and building in the suburb received a great impetus.

Coronado residents have always enjoyed an excellent ferry and car service, owned and operated by the Spreckels interests.

Coronado Tent City is another of the Spreckels enterprises. Started as a unique summer resort, not so much perhaps for profit as to attract to the vicinity of San Diego the best class of summer visitors and to provide for San Diegans a place where they could enjoy beach life, it has always been a notable part of the community's life. The band concerts given by some of the nation's best musicians at Tent City have given pleasure to thousands and have been a great advertisement for both Coronado and San Diego.

Coronado always has been essentially a place of residence rather than of commerce and business. With broad streets, beautiful residences, some of them costly and magnificent, rich lawns, gardens and

foliage, it has presented to prospective residents a real and lasting attraction.

The great Hotel del Coronado, famed throughout the United States, has been a landmark not only for all Southern California since the erection of this fine structure in the late '80s, and at the same time has done much to attract to the community those seeking ideal climatic conditions and the best that can be had in the great life of the outdoors. The Coronado Country Club, started and maintained as a joint attraction for hotel patrons and residents of Coronado, has been instrumental for years in providing polo, tennis and golf tournaments which have attracted wide interest.



SCHOOL BUILDING IN CORONADO

The heavy sea wall which protects Coronado from the ravages of high seas and which effectually stopped a gnawing-away of one of the most attractive parts of its beach, was erected at a cost of about \$215,000. The property owners in 1906 voted a bond issue of \$135,000, with which work was started in December of that year. A second bond issue of \$75,000 continued the work.

Coronado's streets are well paved, providing a superb attraction for residents and visitors.

Coronado Lodge No. 441, F. & A. M., obtained its charter October 15, 1914. The Masonic Temple of Coronado was dedicated November 25, 1916.

Coronado's city officers have been as follows:

City Trustees.

1906-7—George Holmes, Charles W. Carr, B. W. McKenzie, Joseph H. Stanton, W. H. Nicholson.

1908-9—George Holmes, F. H. Furnald, B. W. McKenzie, J. H. Stanton, W. H. Nicholson.

1910—George Holmes, F. H. Furnald, Wilmot Griffiss, J. H. Stanton, W. H. Nicholson.

394 CITY OF SAN DIEGO AND SAN DIEGO COUNTY .

- 1911—George Holmes, A. B. Cunningham, Wilmot Griffiss, H. B. Hakes, Admiral Uriel Sebree.
1912—Wilmot Griffiss, George Holmes, A. B. Cunningham, H. B. Hakes, Earl Cameron.
1913—Wilmot Griffiss, A. B. Cunningham, W. C. Harland, H. B. Hakes, George Holmes.
1914—Wilmot Griffiss, A. B. Cunningham, John D. Morgan, H. B. Hakes, George Holmes.
1915—Wilmot Griffiss, A. B. Cunningham, Newton S. Gandy, H. B. Hakes, George Holmes.
1916-17—W. C. Harland, S. Adolph Johnson, Huber A. Collins Lawrence S. Chamberlain, George Holmes.
1918—Lawrence S. Chamberlain, W. C. Harland, Huber A. Collins, George Holmes, S. A. Johnsin.
1919—Lawrence S. Chamberlain, W. C. Harland, Nat Rogan, George Holmes, A. E. Holloway.
1920—Lawrence S. Chamberlain, Dick Henderson, Arthur Dewar, R. H. Pickford, W. C. Harland.
1921—Lawrence S. Chamberlain, Dick Henderson, A. E. Holloway, R. H. Pickford, W. C. Harland.

City Recorder.

- | | |
|---------------------------|----------------------------|
| 1906-9—Reginald Fenton. | 1914-15—A. A. DeWitt. |
| 1910—James H. Dean. | 1916-18—Robert S. Anthony. |
| 1911—Karl Lamb. | 1919—Dick Henderson. |
| 1912-13—William H. Johns. | 1920-21—Albert H. Foret. |

City Clerk.

- 1906-21—W. Tilden Clark.

City Attorney.

- | | |
|---------------------------|-------------------------|
| 1906-17—J. C. Hizar. | 1920-21—David R. Esrey. |
| 1918-19—J. W. Puterbaugh. | |

City Treasurer.

- | | |
|------------------------|------------------------------|
| 1906-7—H. C. Stocking. | 1915-21—Arthur A. Mathewson. |
| 1908-14—W. E. Ingelow. | |

City Health Officer.

- 1913-21—Dr. Raffaele Lorini.

City Engineer.

- | | |
|--------------------------|-------------------|
| 1909-16—A. Ervast. | 1919—G. F. Hyatt. |
| 1917-18—H. A. Kuehmsted. | |

City Manager and City Engineer.

- 1920-21—G. F. Hyatt.

City Marshal and Tax Collector.

- | | |
|---------------------------|----------------------------|
| 1906-11—J. L. Cameron. | 1915—Fred L. Chew. |
| 1912-13—P. H. Vondenberg. | 1916-21—John H. O'Donnell. |
| 1914—Henry W. Davis. | |

The organization of what is now Christ Church, canonically recognized May 2, 1888, as the Mission of St. Peter's was merged into and superseded by the parish of Christ Church (Episcopal) on September 3, 1896, and the church was admitted into union with the diocese of Los Angeles in the following May. The Rev. George N. Deyo had been minister in charge of the mission from March 19, 1893. In September, 1896, on the recommendation of Bishop Nichols, the Rev. E. W. Meany was elected his successor. Mr. Meany remained only until January, 1898, and was followed by the Rev. Douglas F. Forrest. He left in January, 1899, being succeeded in February of that year by the Rev. F. B. Cossitt. He officiated until June, 1900, when he asked to be relieved. The Rev. Charles E. Spalding, at the suggestion of Captain Charles T. Hinde, a prominent member of the church, then was elected rector of the parish. Mr. Spalding's long pastorate ended May 1, 1921, when he resigned. The Rev. Robert A. Tufft of Washington, D. C., became rector late in 1921. The cornerstone of the church was laid September 19, 1894, and the first services in the completed building were held in the spring of 1895. The church was presented to the parish by the late Captain and Mrs. Charles T. Hinde as a memorial to their daughter, Camilla, who died at Evansville, Indiana, January 26, 1879, at the age of twelve years. The parish house and rectory and the land on which they stand were donated to the parish in August, 1912, by Captain Hinde. Mrs. Hinde died in 1899 and Captain Hinde in 1915.

The Coronado Presbyterian Church was organized March 18, 1888, under the Rev. H. L. Hoyt. The church was without a pastor in the fall of 1921.

A Baptist mission, established in September, 1888, was maintained for some time in Coronado.

The Coronado Methodist Episcopal Church was organized in 1888 with only twenty members. The first pastor was the Rev. Silas E. Sprowles. The present pastor is the Rev. Emerson Bristol Service, D. D., who took the pulpit in November, 1921.

The Church of the Sacred Heart, Coronado, owes its origin to the work done by a few Catholics, most of them employees of the Hotel del Coronado, who gathered together funds, some thirty years ago, to erect a little church. Under the guidance of the Rev. Father Ubach of San Diego, this work was successful, and on Easter Sunday morning in 1891 a little chapel was dedicated. This was attended as a mission of the parish of St. Joseph's in San Diego until September, 1897, when the Rev. R. F. Byrne was appointed resident pastor. He remained in charge until July, 1899, when as the parish seemed too small to support a resident pastor, the work was taken over again by the Rev. Father Ubach. In 1901 the Rev. Father Stotters was appointed pastor. Then in succession came the Rev. Frs. McManus, Bettle and Sheehy, each serving a short time. On July 12, 1904, Father Bannon took charge, remaining about two years. On May 1, 1906, the present pastor, the Rev. James W. Collins, was placed in charge of the church and as the result of his untiring efforts he soon had the parish on a good working basis. On Thanksgiving day, November 25, 1920, a great ambition of the pastor was achieved when the fine home of the Church of the Sacred Heart was dedicated

by the Right Rev. John J. Cantwell, bishop of the diocese. Father Collins' assistant in 1921 is the Rev. Charles O'Mahony.

EAST SAN DIEGO

One of the most remarkable examples of growth ever recorded by a San Diego County community outside the limits of the city of San Diego is that afforded by East San Diego. In 1910 and 1911 it was a little residence section with about 400 or 500 residents, counting all the noses of the place. It was then known as City Heights because of its fine location overlooking the magnificent harbor about five miles away. The postoffice department called it Teralta. It began to grow fast, many of the new residents, of course, having their work in the city of San Diego. The electric street railway was extended there, giving a good car service at a five cent fare, and building of homes, most of them small, went on with almost amazing rapidity. By the middle of 1912 it was estimated that the population was 4,000. Thereupon the community was incorporated as a city of the sixth class on November 7, 1912, taking the name East San Diego. These were the first trustees:

H. M. Holleman, president, from North Carolina, and bearing the courtesy title of mayor; Joseph Clegg, of New Jersey; C. W. Quackenbush, of New York; F. W. Smith, of Colorado; E. O. Hobson of Illinois.

Other city officers selected at the time were:

City Clerk—W. L. Kirby, of Iowa.

City Treasurer—T. B. Ferris, of Georgia.

City Attorney, L. D. Welch, of Michigan.

City Physician—Dr. E. A. Crokot, of England.

City Printer—C. A. Seay, of Arizona.

Chief of Police—C. W. Justice, of Texas.

Health Commissioners—C. O. Stensrud, of Wisconsin; Dr. Conerly, of Texas; Thomas O. Moore, of Indiana.

Superintendent of Schools—D. A. Simpkins, of Pennsylvania.

An idea of the manner in which East San Diego was started may be gained from the following statement issued by the little city in January, 1913:

"Two months old officially, and very little older in reality, it is the second largest city in San Diego County. It already has real laws. One of the first to be passed by the board of trustees was that prohibiting sale or gift of liquor, East San Diego being strictly a city of homes and schools and owing to peculiar conditions never will cater to manufactories or industries.

"San Diego has terminal and shipping facilities to satisfy thousands of factories. East San Diego has the ideal place of residence and by proper laws expects to maintain its high reputation as a home site, where the main feature of its government is founded on the golden rule—'Do unto others as you would that they do unto you'—a rule under which the board of trustees have drawn all the early ordinances of the new city. Its trustees are busy men, yet gladly give up two nights a week without compensation for the purposes of enacting laws of equal rights. The early history, now in the making,

will be a story of the sacrifice of both time and money that its enterprising citizens are giving to build up a model golden rule city, for success is already crowning their indefatigable efforts and tireless energy. None of the trustees draws any salary, but what is more valuable, they receive the able assistance of four thousand live wires who constitute the present population, all of whom are working like beavers to establish a clean, healthy, well governed community from which every citizen may receive equal benefit and share the same pride."

Early meetings of the city officials were held in the East San Diego observation tower, which was moved from its original site to make room for the East San Diego State Bank, organized by P. V. Morgan and H. M. Holleman.

The Progress and Prosperity Club of East San Diego has been an active agent in the upbuilding of the community. Among the civic assets of the community are five churches, five schools and a public library.

CHULA VISTA

Chula Vista was subdivided late in 1888, Col. W. G. Dickinson having outlined the plan, which was to start a suburban town of fruit farms, ranging from about two acres to ten, the owners being required to build homes costing not less than \$2,000 each. Among early residents were Col. Dickinson, A. Barber, J. M. Johnson and J. L. Griffin.

Chula Vista, just beyond National City on the county highway toward Tijuana, also having a station on the San Diego & Arizona Railway, is one of the most attractive sections of San Diego County. Near enough, in the days of modern rapid transit by train or automobile, or street car, to be called a suburb of the city of San Diego, it is much more than that; for, although many who work in the city have selected Chula Vista as a place of residence, it is the centre of a great citrus-growing section, about 3,000 acres being devoted to that end and doing much to give San Diego County high rank among the lemon producing districts of the United States. The population of Chula Vista in 1921 was estimated at about 2,000. Its 6,000 acres are irrigated by water from the great Sweetwater Dam, which furnishes a domestic supply to the city. Assessed valuation of the city in 1921 was \$1,400,000. For many years the Western Salt Works, under the control of E. S. Babcock, has harvested thousands of tons of commercial salt from its plant on the bay. The San Diego Oil Products Corporation after the war took over the great plant of the Hercules Powder Company on the bayshore and made of it a great industry. It contains what is said to be the largest cotton-seed warehouse in the United States.

In 1920 there was started at Chula Vista the San Diego Country Club, supported largely by residents of San Diego. This club obtained 600 acres of mesa land just outside the city limits and laid out one of the finest golf courses in the country. The club was organized with a membership limit of 600, and this maximum had practically been reached as this was written. Supporters of the club predict that it will be a strong attraction for residents and visitors.

Chula Vista in 1921 had four churches and union high and grammar schools. In the last ten years many fine residences, surrounded by beautiful flowers, trees and shrubbery, have been erected in Chula Vista.

The first church started in Chula Vista was that of the Congregationalists, who on November 18, 1890, formed an organization with only eleven members. Of these Mrs. Elizabeth Sharp of Otay and J. T. Judkins are still members of the church. The congregation first worshiped in an old school building whose site is now occupied by the public library. In 1894 the church moved into its own home, then just completed, and in 1896 acquired a parsonage. In 1910 a new church was erected and that has been used since. In the last ten years the congregation has grown from 81 to 221. The Rev. George R. Lockwood is the present pastor.



MADAME SCHUMANN-HEINK

Famous singer on front porch of her home at Grossmont, overlooking the State highway.

The Methodists of Chula Vista first worshiped with the Congregationalists and later had services in a tent while building their own church, which was completed ten years ago. At that time the church assumed a debt of \$8,000, which was all cleared up two years ago. The church started with twenty-five members and have about 125 now, with 150 attending the Sunday school. The Rev. E. Sedwick was the first pastor; since him there have been the Revs. Luther Rice, Edward Perry, Ernest Cole, A. W. Gray and L. R. Bayard, the present pastor.

The Christian Scientists of Chula Vista began services about four years ago, Mrs. Jessie G. Davies being reader. Wallace G. Capwell is the present reader. Members of the society have met for serv-

ices in the Women's Club rooms, but made plans in 1921 for a building of their own.

The Catholics of Chula Vista recently organized a parish to be under the care of the Rev. Father Michael Egan of St. Anthony's, National City. A church building was moved from Palm City and a pastoral residence erected. The church is St. Rose of Lima.

LA MESA

The La Mesa of today had its beginning in the spring of 1906, when C. C. Park and S. C. Grable, forming the organization known as Park, Grable & Co., obtained about 200 acres of land then known as La Mesa Springs and cut it into about 1,000 town lots; the property had previously been held by a few fruit growers. In 1906, according to estimates made at about that time, La Mesa had only about 100 residents. Three years later it had about 800 and was a thriving little town, full of promise which has been fully realized in more recent years. In 1909 it had a bank, three stores, two hotels, two newspapers and two churches, Methodist Episcopal and Congregational.

Now La Mesa is one of the most attractive and best equipped cities of the county. The churches include the Methodist, Congregational and Baptist, each of which has a fine church building, the Catholics, who recently have organized a new parish, and the Christian Scientists.

Among the fraternal orders represented in La Mesa are the Masonic order, the Odd Fellows, Modern Woodmen, Knights and Ladies of Security, the Eastern Star and Royal Neighbors. The oldest of these lodges is that of the Modern Woodmen, with the Knights and Ladies of Security, Mason and Odd Fellows following in the order named.

The Chamber of Commerce of La Mesa has been active in building up the town and promoting its progress. La Mesa for several years has had an active branch of the San Diego Chapter of the American Red Cross. The La Mesa Woman's Club was organized in 1902 and several years ago built at East Third Street and Lemon Avenue a fine clubhouse.

For several years La Mesa has had a volunteer fire department which has given service satisfactory to the residents. It is one of the first of the towns suburban to San Diego to receive gas and electric service, this being supplied by the San Diego Consolidated Electric and Gas Company.

In and about La Mesa are many fruit groves and small ranches, comprising one of the most beautiful groups of that kind in all Southern California. The citrus fruit growers keep packing houses busy all the time.

The Methodist Episcopal Church was the first church organized in La Mesa. This was about 1895. For seven years the Rev. H. A. McKinney presided over the congregation. In 1908 the present church edifice was erected, being ready for occupancy on December 9 of that year. The Rev. F. C. Buck was then the pastor. In 1910 the Rev. F. C. Edwards became the leader of this church. He served for five years, and greatly increased the church in membership. The

Rev. E. E. Marshall followed Mr. Edwards, and served the church for two years. Mr. E. B. Cole, Mr. A. C. Laizure, and Mr. D. D. Campbell followed as pastors, in the order named, each serving one year.

In 1919 Mr. H. I. Rasmus, Jr., became pastor of the church. The old church structure had for years been inadequate, and in 1921 the cornerstone was laid for a new \$30,000 church which is now nearly completed.

The Central Congregational Church of La Mesa had its beginning in the Congregational Church which was started at La Mesa Heights (the original La Mesa) in 1895 and whose church building still stands and is used for Sunday school exercises. Dr. Walter Rittenhouse is the moving spirit of its present activities. When the present La Mesa grew to consequence, largely as a result of the establishment there of the railroad station on the Cuyamaca Railroad, now part of the San Diego & Arizona, many of the old congregation removed to the newer town and for a time worshiped with the Methodists. In 1908 the Congregationalists formed a church of their own and called it the Central Church because it was midway between the La Mesa Heights Church and the Congregational Church at Spring Valley, now discontinued. The first pastor of the new church was the Rev. John W. Doane, whose death ended his pastorate after about a year. He was succeeded in 1910 by the Rev. C. W. Hill, the present pastor. In the second year of Mr. Hill's pastorate the congregation built a chapel for worship and a Sunday school room on the church property on Third Street. The congregation hopes to build a church on the corner lot of that property. The congregation now numbers about 100; the Sunday school has about the same number of members.

The First Baptist Church of La Mesa was organized in June, 1911. The church has a fine home on Lookout Avenue. The first pastor was the Rev. Mr. Simonds, who served as stated supply for about nine months, being succeeded by the Rev. Clarence Minard. The present pastor is the Rev. Roy V. Whealy, who has been in charge for about a year. There are about seventy-five in the congregation and the church is in a flourishing condition.

Another church was added to La Mesa's places of worship on November 14, 1921, when the cornerstone of the Church of Our Lady of Mercy was laid, with impressive ceremonies, the Right Rev. John J. Cantwell, bishop of the Catholic diocese of Monterey and Los Angeles, giving the address; many Catholic clergymen from San Diego County and neighboring sections attended the exercises. The site for the new church is at Normal and Lookout avenues. A parish house and parish hall will be built adjoining the church, of which the pastor is the Rev. Father M. McCormack.

At Grossmont in the last few years there has been built up quite a colony, a number of homes and homesites there being owned by notables. The tract was developed by Col. Ed. Fletcher and W. B. Gross, from whom the big hill took its name. Madame Ernestine Schumann-Heink was one of the first to buy land there, purchasing an orange grove and a homesite on which she built a fine home. Others who have built homes here are John Vance Cheney, poet and librarian; Carrie Jacobs Bond, the song writer and publisher; Charles W. Clark,

the noted baritone, and teacher; W. Havrah Hubbard, music critic and lecturer, and Edmund Schneider, the pianist. Lillian Russell is said to be the first woman to reach the summit of Grossmont in an automobile, having made the trip for the wonderful view when in San Diego on a theatrical engagement.

ESCONDIDO

Escondido, the largest interior town of San Diego County and always one of the most prosperous, is at the end of the Escondido branch of the Santa Fe, thirty-five miles north of San Diego but much farther by rail. The "hidden valley," which is blessed with a fertile soil to which has been brought a good water supply, was opened up for settlement in the late '80s. The capitalists who laid out the town, built a fine hotel and also ran a telephone line out from San Diego. The growth of Escondido was rapid almost from the start. By 1895 it had a population of several hundred, seven churches, good stores and substantial buildings, including a hotel. Among early residents whose names have become well known in the county was D. L. Withington, who was state senator from San Diego County.

The present population of Escondido is 2,000, and its assessed valuation is \$1,421,000. Although essentially a fruit growing district, producing citrus and deciduous fruits, hay, grain, honey and dairy products are found profitable. Three citrus fruit packing houses and a cannery for deciduous fruit are located there. The Escondido Mutual Water Company's irrigation system keeps 1,500 acres of citrus fruit land supplied with ample water. The city trustees of Escondido are: Alex Stewart, ex-officio mayor, H. W. Beers, Edgar B. Buell, Peter Schnack, John S. Thompson, H. L. Gongwer is city clerk, superintendent of the municipal water plant and assessor; city treasurer is Arthur B. Jones; street superintendent and marshal, George B. Rice; city health officer, Dr. B. L. Crise.

The assessed valuation of the City of Escondido in 1920 was about \$1,400,000. Post office receipts in that year amounted to approximately \$12,000. Three citrus packing houses and a vegetable and fruit cannery added to the industry of the community. The valley and tributary territory in 1920 produced more than \$5,000,000 in leading products as follows:

Hay and grain -----	\$3,000,000
Citrus fruit -----	500,000
Milk and butter -----	400,000
Cattle and hogs -----	160,000
Alfalfa -----	150,000
Grapes -----	200,000
Honey -----	80,000
Fruit and vegetables for canning-----	100,000
Deciduous fruit not for canning-----	40,000
Poultry and eggs -----	500,000
	\$5,130,000

Among early citizens of Escondido were Jacob Gruendike, Thomas Metcalf, R. A. Thomas, W. W. Thomas, William Riley, Daniel P. (26)



VIEW OF ESCONDIDO VALLEY

One of the most beautiful and productive in all Southern California.

Hale and J. R. Thomas. Others identified with the development of the Escondido Valley include: A. W. Wohlford, W. H. Baldrige, W. N. Bradbury, W. D. Wooldredge, W. W. Prior, G. V. Thomas, D. L. Withington, Albert Beven, W. L. Ramey, Sig. Steiner, James Stevenson, Don Stevenson, P. A. Graham, Walter Birch, C. E. Stewart, John C. Dickson, A. H. Beach, Chas. Calloway, W. D. Bailey, Peter Cassou, F. Gundrum, Leo Escher, E. A. Merriam, B. F. Dixon and Maj. G. F. Merriam.

The Escondido irrigation system, with the San Luis Rey River's flood waters as a source of supply, was installed in 1887 under the provisions of the Wright Irrigation Act. Ernest Tabor was construction engineer, with John D. Schuyler as consulting engineer. W. A. Sickler was superintendent in its early days, and I. E. Doty was the contractor. First officers of the Escondido Irrigation District were C. L. Estey, president; G. M. Culp, secretary; and G. W. Berkley, assessor. Directors were G. D. Cochran, G. M. Culp, E. de Bell, C. L. Estey and G. V. Thomas. The dam is of rock fill, and the capacity of the reservoir is 3,300 acre-feet. The cost, including many improvements made since the beginning of the system, is estimated at about \$600,000. The system was taken over by the Escondido Mutual Water Company in 1905, when bonds of the old district were bought from the holder, the late H. W. Putnam of San Diego, and were canceled and burned. The system includes a hydro-electric plant, installed in 1914 at a cost of \$60,000. The present directors of the water company are M. Conway, president; A. W. Wohlford, W. W. Prior, E. M. Cranston and N. Matzen. J. B. Dixon is superintendent.

Escondido boasts the only daily newspaper of San Diego County outside the city of San Diego.

The Escondido Times, a weekly, was established in 1886, by Maj. A. S. Lindsay and Richard Beavers. The Escondido Advocate, also a weekly, was established in 1891. The two papers were consolidated under the name of the Times-Advocate in 1908, and were continued as a weekly under that name until 1912, when the plant was bought by E. E. White and Percy Evans, who started the publication of a daily in connection with the weekly. Both daily and weekly are still running. Evans is the owner, having bought out White's interest in 1914.

The Escondido Advance, a weekly established by Horace McPhee of Santa Ana in 1909, and afterward published by H. P. Rising, went out of business in 1915.

The Escondido Chamber of Commerce, reorganized in November, 1910, owns its own building in the business center of town. The first president was Dr. J. V. Larzalere and the first secretary was J. H. Heath. Presidents since then have included Edgar B. Buell, W. L. Ramey, W. E. Alexander, Percy Evans, G. W. Wisdom, Lester A. Wright, and the present president, Dr. N. M. Matzen. The secretary is J. H. Heath, who has held office continuously since 1910 with the exception of a few months in 1917; the treasurer is H. B. Turrentine. Directors are: H. W. Beers, Edgar B. Buell, R. N. Chapman, R. S. Cox, Fred C. Eastman, Percy Evans, Fred D. Hall, N. Matzen, H. Rolfes, J. Van Ryan, Lester A. Wright, H. B. Turrentine, D. M.

Ting, Alex Stewart, M. V. Wisdom. R. S. Cox is first vice-president, Percy Evans, second vice president.

A feature that has made Escondido noted is the annual Grape Day. Every year since the association was formed in August, 1908, one day, September 9, has been set aside for the Grape Day festival. People from all over the surrounding country come to Escondido in large numbers, are entertained, and are sent home with generous helpings of free grapes grown in the vicinity. The first president of the Grape Day Association was W. L. Ramey. It is operated under the direction of nine directors, chosen each year.

The four banks of Escondido have total deposits of \$1,426,526. The First National Bank was organized in May, 1905, with L. J. Wilde as first president, W. H. Hubbard, first cashier, W. A. Sickler, assistant cashier, A. B. Jones, G. F. Merriam and N. F. Hansen on the board of directors. The capital stock then was \$25,000, and now is \$50,000, with a surplus of \$35,000 and deposits of \$464,000. The present officers are F. D. Hall, president; L. R. Tilgham, vice president; H. M. Hall, cashier; E. J. Loveless, F. F. Burdett, Nelson Olds, L. R. Tilghman, H. T. Lyon, F. D. Hall, directors. The bank owns its own two-story building on the corner of Grand Avenue and Lime Street in the center of the business district.

The Escondido National Bank, organized in 1888, is the oldest bank in the town. When J. Gruendike and J. H. Anderson took office as president and cashier, respectively, the capitalization of the institution was \$100,000 with \$30,000 paid in. It was then known as the Bank of Escondido. In 1906 it was nationalized at a capital of \$50,000. The present surplus is \$25,000 and the deposits amount to \$300,000. Officers are A. W. Wohlford, president; E. G. Logan, vice president; J. J. Rutherford, cashier; L. M. Arndt, assistant cashier; A. W. Wohlford, E. G. Logan, W. L. Ramey, Alex Stewart, G. V. Thomas, directors.

The Escondido Savings Bank was organized in March, 1905, with a capitalization of \$25,000. The present capital is \$35,000, with deposits of \$464,000. Officers are A. W. Wohlford, president; E. E. Turrentine, cashier; Alex Stewart, George V. Thomas, J. N. Turrentine, E. G. Logan, A. W. Wohlford, E. E. Turrentine, Arthur B. Jones, directors.

The Home Savings Bank, the latest one to be organized, dates its existence from 1909, when W. H. Baldrige and H. J. Hall were its president and cashier, respectively. Its present deposits are \$198,526 with a capitalization of \$25,000. Officers are L. R. Tilghman, president; H. F. Bloom, vice president; H. M. Hall, secretary-treasurer; Nelson Olds, H. F. Bloom, L. R. Tilghman, L. B. Hooper, H. M. Hall, directors.

The growth of religious institutions in Escondido has kept pace with the steady growth of the community. There are now nine churches in the town, testifying to the substantial character of its citizens.

The First Methodist Episcopal Church of Escondido was organized in the year 1886, with a membership of only seven persons. This was the first religious organization in this vicinity, and the rough

board shanty that formerly stood on Grand Avenue was the first building erected for the purpose of worship. That was followed by the erection of the brick church at the corner of Grand Avenue and Ivy Street which was dedicated, August 20, 1887. This building served the congregation as a place of worship for thirty-four years, until on the first day of August, 1921, it was delivered to the Lutheran congregation as a place of worship, having been previously sold to that organization. Henceforth it was known as the Grace Lutheran Church. The Methodists in the fall of 1921 dedicated a fine new edifice at Kalmia and Illinois streets, that will adequately serve the needs of a growing congregation.

The present membership in the Methodist Church is about 250 with a large additional working constituency. All departments of the church are well organized. The Sunday school is large and growing rapidly, the Young People's Society is strong and active, as are also the missionary societies which have made an especially commendable record. The pastors of the church have been: C. M. Ogburn, J. N. Turrentine, Frederick Miller, A. P. Morrison, J. A. Jacobs, John Nicholson, William Pittenger, H. S. Munger, C. H. Lawrence, L. D. Lloyd, George Cocking, J. E. Cope, Alexander Hardie, A. J. McKenzie and Robert E. Wright.

Preliminary steps toward the organization of a Congregational church were taken in the fall of 1886. On September 25, 1887, the organization was completed and the church was incorporated. Rev. M. A. Starr was the first regular pastor, and a modest church building was erected. It was enlarged to the present size in 1898. A small parsonage was built early in the history of the church which was afterward sold. The parsonage now in use was built in 1911. After Rev. Starr, the following pastors served: Lawrence Alvord, C. B. Carlisle, H. M. Voorhees, A. B. White, N. T. Edwards, J. H. Goodell, G. F. Mathes, R. B. Larkin, T. D. McLean, and M. A. Frost. The present pastor is Rev. Louis A. Goddard.

St. Mary's Catholic Church was erected in 1888 on a site donated by the Escondido Land and Town Company—140 feet by 340 feet in block 191, lot 13—and as an inducement to have the church built of brick, the company also donated a portion of the brick to be used in the construction. Jacob Gruendike was president of the Land and Town Company and J. R. Thomas was secretary at that time. Mr. Engstrom (later of Los Angeles) was the contractor who built the church. The committee that had charge of the building of the church, under the chairmanship of P. A. Graham, chose the present site in preference to two other sites offered them by the company. Rev. R. F. Byrne was the priest in charge of the parish.

Among the principal contributors toward the building of St. Mary's were Mr. and Mrs. A. P. Graham, Mr. and Mrs. Peter Cassou, John Cassou, Mrs. Mary Carroll, Mr. and Mrs. Daniel O'Connell, Mr. and Mrs. C. Montiel, Mrs. Ready, Mr. James Ready, Maurice Ready, George Hubling, W. Coutts, James Ortego and others. The church was dedicated the same year it was erected by the Very Rev. Father Adams, vicar general of the diocese under Rt. Rev. Bishop Mara, bishop of the diocese of Monterey and Los Angeles, who was unable to be present.

Rev. R. F. Byrne was the first pastor of St. Mary's. On his transfer to Coronado Beach the Rev. A. D. Ubach of St. Joseph's Church, San Diego, took charge, thus making St. Mary's parish of Escondido an out-mission of St. Joseph's, San Diego. It remained as such for several years, a priest from St. Joseph's saying mass in St. Mary's two Sundays a month.

In 1903, the Rev. E. Lapointe was appointed pastor of St. Mary's, Escondido, by the Rt. Rev. Thomas J. Conaty, bishop of the diocese of Monterey and Los Angeles. On January 1, 1900, a society under the name of "The Men's Catholic Improvement Society," was organized. A committee from that society was appointed to procure a residence for the pastor and through the efforts of the committee a five-room frame house and two lots on Nebraska Street were purchased from Mrs. McDonald in 1903. Father Grammen succeeded Father Lapointe as pastor. On his transfer Father Lapointe returned to the charge of St. Mary's and, remaining but a short time, Father Eummelin was appointed. His successor was Rev. P. Stotters, who took charge of the church in 1912 and continued in charge of the parish until 1918, when, owing to failing health, he requested to be relieved and was succeeded by the present pastor, Rev. John J. O'Brien.

With the permission of the bishop, Rt. Rev. John J. Cantwell, D. D., Father O'Brien sold the old pastoral residence and the two lots on Nebraska Avenue—two blocks from the church north—and with the proceeds thereof, plus a generous donation from the congregation and many outsiders, Catholic and Protestant, succeeded in building a handsome pastoral residence of eight rooms. Thanks to the generosity of the people and the church's good friends of Escondido, the church is entirely out of debt.

The First Baptist Church of Escondido was organized in 1891 when meetings were held in a building erected on the corner of Iowa and Curve streets for about eighteen years. In 1910 a central location was obtained by the purchase of two city lots on the corner of Dakota Avenue and Kalmia Street, and a commodious edifice was built at a cost of several thousand dollars. This money was subscribed by the people of the community, no outside aid being necessary. The church has carried on its work in this building ever since, but for some time it has felt the need of increased room. An addition of 30 feet by 40 feet for the Bible school and for young people's work has been built recently. Following are the names of the pastors of the First Escondido Baptist Church between 1891 and 1921: J. F. Childs, J. S. Mabie, Reverend Marple, M. B. Shaw, A. H. Mahon, S. K. Dexter, J. M. Rickman, C. G. Cressy, W. F. Binney, E. E. Ford, J. L. Bogue, William Thomas.

Organized on April 30, 1891, the Episcopal Church of Escondido, then known as the Trinity Mission, was located on the corner of Juniper and Iowa streets where it still is. A rectory and a guild hall are situated on the same lot as the church and all the property is unencumbered. The following persons have held the office of priest-in-charge: William E. Jacob, Edmond Walters, Henry J. Camp, Edward E. Johnson, Albert L. Hall, E. J. H. Van Deerlin, Edward W. Flower, Robert B. Gooden, Henry Quinby, William E. Maison, Charles S. Fackenthal, Hector E. Clowes, Frederick A. Juny and George W. Dunlap, who is in charge now.

The Spiritualist Church of Escondido was built in November, 1911, on the corner of Orange and Iowa streets. There was a small debt on the property when built, but that is now entirely paid, due to the efforts of the women's club connected with the church. Mrs. Grace Nichols, Florence Whiting, Katherine Knowland, Mrs. Ferris, Mr. and Mrs. A. B. Cooper and Belle Foster have been pastors of the church. The society has been helped many times by workers from San Diego and Los Angeles.

The Church of Christ was organized in Escondido in 1888 and the present building was built in 1912. The first pastor was J. H. Riddle. He was followed by Robert Hopper, J. C. Reynolds, L. A. Hussong, A. T. Felix, and W. K. Azbill, the present pastor. Throughout its life the church has maintained a steady growth. It is clear of all debt and in a prosperous condition.

The Free Methodists of Escondido held their first meeting for organization purposes under an oak tree in the open fields a short distance west of the town. The organization was completed in the spring of 1910 under the direction of Rev. David McLeod, district elder of the Los Angeles district at that time. Fourteen members made up the congregation at the beginning and Rev. John Marshall was pastor. A small building was erected near the oak tree under which the first meeting was held, and that served as a meeting place.

Shortly after, however, services were discontinued in the Free Methodist Church and it remained dormant until 1917 despite at least one determined effort to restore it. In 1917, J. H. Brittain, pastor of the San Diego Free Methodist Church, was asked to organize the church society in Escondido again. This time six members joined and the church began services in a building on Grand Avenue. A year later Reverend Brittain was appointed in charge of the work in both Escondido and San Diego. In that same year, the congregation bought the abandoned church building of the German Adventists, on the corner of Lincoln and Nutmeg streets. The price paid was \$600. In the following year, Rev. P. S. Barnes was appointed pastor, and upon his arrival the congregation set to work to remodel a small building, formerly used by the German Church as a school house, into a parsonage.

With the expenditure of \$250 and about \$200 worth of donated work by members of the congregation, this little building was transformed into a neat six-room parsonage. The planning of the pastor's new home was all done by his wife. A well was drilled and a good pumping plant and tank house were built at a cost of \$600 in 1920. More donated work aided this construction. Members of the little congregation worked hard to improve the church property. At the present time, with about \$1,000 actually spent upon the church and parsonage, the Free Methodist Church owns a property valued at \$3,000, and in this place the work of the denomination is going steadily ahead.

The Grace Evangelical Lutheran Church of Escondido is a more recent organization. It was organized and founded on May 25, 1919, by Rev. William Schook of Santa Ana. Before that time members of the Lutheran faith in Escondido were served by several pastors from other towns—among them, Rev. J. W. Theiss of Los Angeles,

Reverend Meyer of Olivenhain, Rev. F. Leimbrock of San Diego, Rev. J. Kogler of Orange and Rev. N. F. Jenson of Orange. The present pastor of the church, Rev. W. F. F. Hoffman, is the congregation's first pastor in the organized church, and was called to the Escondido congregation on July 25, 1920. A new church building was dedicated September 4, 1921. It was purchased from the Methodist Episcopal Church of Escondido.

On March 9, 1911, Rev. J. W. Goodwin, district superintendent of the Pentecostal Church of the Nazarene of Southern California and Rev. E. M. Hutchins of San Diego went to Escondido to make arrangements for a revival meeting, with the thought in view of later organizing a Nazarene church here. They began meeting March 26, with Rev. I. G. Martin as evangelist. His labors were well rewarded and on April 9, Dr. P. F. Bresee, founder and general superintendent of the Church of the Nazarene, came to organize the Nazarene Church. He asked those to stand who would be willing to stand together in the fight for holiness, and fourteen stood. On the evening of April 21 the Pentecostal Church of the Nazarene of Escondido, California, was organized with Rev. E. M. Hutchins as pastor.

On June 16, 1911, William Hill and his son George, of San Diego, gave the church \$50 which was used in getting an option on two lots on the corner of Pennsylvania and Lime streets as a site for a new church building. While engaged in a tent meeting August 10, \$474 was paid in cash to be used in buying lots and beginning a new Nazarene Church. This was begun August 30, 1911. Thursday evening, September 21, thirty members held their first meeting in the new building. The church was dedicated December 10, 1911, Dr. P. E. Bresee, with the new district superintendent, W. C. Wilson, being in charge of the service.

Rev. E. M. Hutchins served as pastor until April 21, 1913, at which time he resigned and Rev. L. H. Humphrey filled the vacancy. The latter, being called to Japan as a missionary, served only until December, 1913. Since that time the following pastors have served: Rev. James Elliot, D. T. Grout, C. W. Welts, J. W. Tuthill, Frank A. Newfeld, William Urschel and Rev. L. F. Metcalf, who is now pastor.

OCEANSIDE

Oceanside, which in "boom" times had gained a reputation as a place of residence and was referred to in the San Diego County Directory of 1886-7 as "the finest seaside resort of the Southwest," came into existence about that time. "One year ago," says that directory's account of the town, "Oceanside had but two or three houses; today she has nearly sixty. Building is still going on, and different classes of business are creeping into the place. Among her places of business are a hotel, a livery stable, land offices, saloon, stores, restaurant, post-telegraph, express, railroad and newspaper offices." At that period Oceanside was getting along with well water, but a system of water works, the beginning of the city's municipal system, had been started. It was announced at that time that "the only drawback Oceanside has ever experienced has been lack of fresh water." That condition was remedied long ago, and the city now has an excellent



SECOND STREET, LOOKING TOWARD THE OCEAN



PIER AT OCEANSIDE

supply. In 1886 the Oceanside Water Company was formed to bring a supply from the San Luis Rey River. Capt. M. Tait was made superintendent of the company, and he began operations without delay. In 1887 it was recorded that the first water had been pumped "to the foot of the grade," that the mains had been filled and that the test was "as satisfactory as could be wished." The company's officers were: President, M. Tait; vice president, A. J. Myers; secretary, J. Chauncey Hayes; treasurer, C. F. Francisco. G. W. Groves was also a director of the company. The place then had a fine new school building erected at a cost of \$3,400. D. B. Amick was principal. The school attendance was 71. There were two churches, the Congregational, which at the time was erecting its home, and the Christian Church, which finished its edifice in April, 1886. At that time several denominations were using that church building.

The largest "general" store in Oceanside in those days was that of the Oceanside Mercantile Company, the firm being composed of C. F. Francisco of San Diego and C. W. Maxon of Oceanside. John G. Capron of San Diego and F. S. Trumbower of Oceanside had a brick-making plant which made brick for San Diego, San Bernardino, Colton, Riverside, and other places. Reece Brothers (G. H. and O. M.) conducted what they advertised as "The Pioneer Store of Oceanside," dealing in everything from drygoods to drugs and medicines. They took country produce of all kinds "in exchange for goods." J. Chauncey Hayes, for years prominent in Oceanside, was there at the time, running the Oceanside land office. There was a hotel, the Oceanside, on Broadway opposite the depot, and that was run by J. S. Myers. The Beach Hotel at Broadway and Third Street was run by A. E. Tuttle. G. W. Groves was postmaster, and M. W. Spencer was local manager for the Russ Lumber and Mill Company of San Diego.

Situated forty-one miles north of San Diego at the junction of the Escondido and Temecula Canyon branches of the old California Southern and always, of course, on the main line of the Santa Fe Railroad, Oceanside has held a position of advantage since its formation as a city July 3, 1888. By 1895, when the effects of the boom had subsided and steady growth was evident, it had several hundred enterprising citizens, five churches and more business houses than before. By that time the Oceanside Blade, whose influence has been felt in county politics for many years, had been started.

Among the early settlers of Oceanside who are still living there and who have contributed to the growth of the city along the lines of municipal, fraternal, church and school activities are the following: M. W. Spencer, as lumber dealer, builder and city trustee; James Carter, builder and city trustee; James Nugent, merchant and postmaster; Herbert Crouch, an extensive ranch owner; J. A. Tulip, agent for the Santa Fe Railroad; G. M. Patterson, city trustee; J. C. Hayes, dealer in real estate; H. D. Brodie, city clerk for twenty years; J. M. Jolly, postmaster for nearly a score of years; Dr. W. V. Nichols, city trustee and library trustee; J. E. Jones, hardware merchant and city trustee; T. C. Exton, druggist and city trustee; T. V. Dodd, teacher and city trustee; M. Pieper, hotel proprietor and city trustee. J. L. Sharp, prominent resident who recently passed away, was active for many years in Oceanside affairs.

In practically all the period since "boom" times Oceanside has had a weekly newspaper, the Oceanside Blade, which in 1921 was in its thirty-second year. It was started as the Herald and when A. Bert Bynon bought it from James Martin its name was changed to the present one. For some years the Blade has been edited by W. L. Spencer.

Oceanside's schools have kept pace with the growth of the city. The grammar or grade school, built in the late '80s at a cost of only \$3,400, has received additions from time to time. In 1921 construction was well advanced on a new structure to cost \$32,000. At the same time the Oceanside district had outgrown its new Union High School and a new assembly hall was projected to be erected in addition to the main building. The school attendance of Oceanside in 1921 had passed the 300 mark.



HIGH SCHOOL, OCEANSIDE

The Oceanside Water Company's plant was taken by the city from A. J. Myers in 1891. Later a new location for the plant, about a mile farther up the San Luis Rey River, was bought from Herbert Crouch; new wells, reservoirs and mains were constructed and, with a new pump, this reconstructed system formed the beginning of the municipal system, which has been enlarged from time to time to meet the demands of the community. The original plant took its supply from the surface flow, but deep wells in the lower gravel strata have taken the place of that system. Citizens of Oceanside believe that the water obtained from this system is the cheapest pumped water obtained by any city in California. The supply has been extensively used in the last few years in irrigation of winter vegetables, an industry especially fitted to Oceanside's climate and soil. The capacity of the main plant now is about 1,500,000 gallons of water a day. A secondary plant can be depended on for more water, but increased demands will result in enlargement of the plant in the near future, it is believed.

Thirteen years ago Oceanside had no sidewalks. Today the city is well provided for in this respect, and two important links in the highway systems of the state and county have been built within the city. One of these is part of the coast highway running north and south; the other, Second Street, is a connecting link for the inland highway from San Diego by the way of Riverside.

Oceanside's long pier has been for years an attraction to visitors. Provided in recent years are tile plunge, tent city grounds on the beach and a municipal camping ground for automobilists.

One of the greatest ranches in California, the Santa Margerita, is in the Oceanside district. Owned by Richard O'Neil, it contains 225,000 acres, extending from El Toro in the north to the San Luis Rey River in the south, and stretches into three counties, San Diego, Riverside and Orange. The ranch house on this vast domain is on the Fallbrook branch of the Santa Fe Railroad, about ten miles north of Oceanside, and is one of the oldest in Southern California, having been built by Governor Pico in 1838. Its walls are three feet thick.

The Oceanside library was started with 250 volumes by the W. C. T. U. and was created a city department on December 13, 1904. It has grown with the rest of the community throughout the years.

With a present population of 1,400, the assessed valuation in Oceanside is \$932,000. It is rated as a city of the sixth class. The city trustees are: C. D. Merrill, C. G. Borden, E. W. Fairchild, Victor Magee and J. F. Martin. Harry D. Brodie is city clerk and assessor; George E. Byron is marshal and street superintendent; E. Chanroux is treasurer. The city owns the municipal water system and the ocean pier. Beans, winter vegetables and cattle are the principal products of the country around the town. The fine bathing beach is an object of constant admiration by strangers and a source of constant pleasure for the residents of Oceanside.

The chamber of commerce was reorganized in 1919 in its present form. The past presidents have been M. W. Spencer, Dr. R. S. Reid and B. C. Beers. J. F. Martin and Thomas Bakewell are now president and secretary, respectively. Most of the business is done at the weekly luncheon of its members, but it has also a board of directors who are kept busy. The membership in the fall of 1921 was about 300.

Oceanside's only bank is the First National Bank, which was started in 1906. In 1915 it took over the Bank of Oceanside, and now owns its building, a two-story structure at Hill and Second streets. The capital stock in 1915 was \$25,000, and since has been increased to \$40,000. Deposits amount to \$400,000. The officers are: B. C. Beers, president; J. E. Jones, vice president; Laurie Porteous, cashier; A. H. Huchting, J. F. Martin, J. E. Jones, B. C. Beers, C. M. Pilgrim, directors. Several times in the last few years the bank has been an important factor in assisting the farmers with their seed barley, winter vegetables and other crops.

With a population of 1,164 (census of 1920), the City of Oceanside has five churches. Three of these, Grace American Church, the Christian Church and the Baptist Church, are located on Hill Street, a part of the Los Angeles and San Diego highway; and two on Dithmas Street, the Roman Catholic and the Methodist.

Grace American Church was founded in the spring of 1886 by the Rev. William E. Jacob, an Irish clergyman, with the co-operation of Maj. Frank E. Earle, the first warden, and his wife, under the supervision of the Rt. Rev. William Ingraham Kip, D. D., L.L. D., first Episcopal bishop of California, who organized and named the mission March 6, 1889.

Nine clergymen have been in charge of the mission under the direction of the Rev. William Ford Nichols, D. D., 1890-95, bishop of California; and since July, 1896, of the Rev. Joseph Hosfall Johnson, D. D., S. T. D., bishop of Los Angeles; the Rev. William E. Jacob, 1890-97, and again, 1911 to May 1, 1913; Edmond Walters, 1898-1901; Charles Paine, 1902-1904; the Rev. Mr. Walter; Schert Ludwig Hall, Sidney H. Woodford, 1904-06; E. T. H. Van Deerlin, D. D., 1907-08; Arthur Cope Dodd, 1909-10; and in temporary charge, Canon Edward Daniels, June 22 to November, 1913, a Canadian clergyman. The present priest-in-charge began his duty March 1, 1914, the Rev. Percival Hall Hickman, B. S. (University of Pennsylvania).

The first services of the church were held in halls, shops and in the Baptist Church. The site of the church, next to the public park on Hill Street, was given by Mr. and Mrs. Frank S. Earle. A paint shop, remodeled for church services, was placed on the lot and later moved to the rear and re-arranged for a parish house. The cornerstone of the present church was laid June 13, 1906, while Rev. Sidney H. Woodford was in charge. The building is a stucco one. On July 28, 1918, the church was consecrated by Bishop Johnson. The architect was Henry Lord Gay, brother of Mrs. John Johnston. The altar ornaments are a memorial of Mr. Charles Sidney Bradley, given by his friends here and in England. On January 1, 1921, the mission reported twenty-five communicants to the annual convention. Oscar Gabriel is the warden.

When, in 1888, the Methodist Church of Oceanside was organized, the congregation worshiped in various halls and in the Christian Church. The Congregational Church, a brick building, was later acquired in exchange for a Methodist church at La Mesa and by the payment of a mortgage of \$400. The first pastor was the Rev. Gowen. Twelve ministers have followed him: Rev. T. D. Ashley (five years), Richmond, Downs, Williams, Ross, Crossdale, McGovern, Cocking, Orr, Kent, Branton, and the present pastor, Rev. C. B. Allen M. D. (Johns Hopkins University). The church is self supporting and reported in September, 1921, that it had about fifty members.

The First Baptist Church of Oceanside was organized October 8, 1887, at a meeting in the home of T. C. Bunker. Of those present on that occasion, three are still living: Mr. and Mrs. M. W. Spencer and Wilbur S. Spencer. A church building was completed and occupied January 31, 1889.

The church edifice was moved to its present location on Hill Street in 1907 and dedication services were held October 15, 16, 17, of that year. The officers at present are: Rev. Hilgore, pastor; Mrs. G. Stevens, treasurer; George Newham, clerk. Pastors who have served since 1900 are: W. W. Casherwood, H. J. Powell, W. W. Galbraith, C. Minard, C. W. Basset, E. Maley, A. R. Lenton, G. M. E. Clouser.

414 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

The Franciscan Mission of San Luis Rey sends a priest for services in frame chapel of the Catholic Church, Third and Dithmas streets, every Sunday and Friday of each week. Its history is included in that of the San Luis Rey Mission.

The Central Christian Church of Oceanside owes its origin to the Christian Church at San Luis Rey. That was started in 1876 with about fifteen members and this "household" organization met for more than thirty years, for communion service and Sunday school, in the schoolhouse at San Luis Rey, almost in the shadow of the old Catholic Mission. A Christian Church had been established at Oceanside in the boom days of the late '80s, but it disintegrated, and its building was used by other congregations. In November, 1907, A. N. Glover, then of Orange, held a meeting of two weeks at Oceanside under



VIEW OF SAN LUIS REY MISSION

direction of the state board of the church. It was decided then to transplant the San Luis Rey Church to Oceanside. The property of the former church at Oceanside was obtained, and soon after that the Rev. Oscar Sweeney took charge. There were only twenty-three members of the congregation then. A new church was built, being dedicated in December, 1908, by which time the church membership had grown to more than forty. The church is now in a prosperous condition and is free from debt. Pastors following Mr. Sweeney have been J. M. Jolly, J. C. McReynolds, J. Clarence Read and Willard Learned, the present pastor.

FALLBROOK

Fallbrook is the terminus of the southern county branch line of the Santa Fe Railroad, and is on the inland highway between San Diego and Los Angeles, sixty-two miles from San Diego. It has a

population of 400, most of whom farm the productive land in and near the town. Citrus fruits, hay and grain are the principal crops. Some vegetables are raised. An olive works and a cannery are located there. The town, which officially became a town site in 1888, was named after Fallbrook, Pennsylvania.

The Fallbrook banking institution is the 'Citizens' Commercial Bank which was organized in October, 1910, with a capitalization of \$25,000. The directors included John M. Mack, William E. Gird, T. J. Shipley, H. Smelser. W. M. Smelser is president now and C. L. Morris is cashier. The bank owns its own building in the center of the business district. Deposits total \$181,000.

W. M. Smelser was president of the Chamber of Commerce when it was organized in 1910. H. V. Alexander was secretary. The present officers are: R. H. Blackledge and R. W. Moody, president and secretary, respectively. The membership numbers 100. Among early settlers of this district are F. W. Bartlett and T. B. Scott.

Rev. Henry Jay Camp of De Luz organized the St. John's Mission in Fallbrook and Rev. William E. Jacob raised the funds for the erection of the church, a frame building which stands in a eucalyptus grove. An English colony then lived in Fallbrook. The mission was admitted into union with the convention April 30, 1891. The priests-in-charge have been Rev. William E. Jacob, 1891-96; Henry Jay Camp, 1897-99; Albert Ludwig Hall, 1902; Robert B. Gooden, 1908, and Henry Tumcley, 1907, and William Emott Mason, 1908, all three of Escondido; Rev. Arthur C. Dodd, 1909-10, and Rev. P. H. Hickman, since March 1, 1904, both of Oceanside. In 1909 Rt. Rev. Joseph H. Johnson, D. D., S. T. D., granted the use of St. John's Church on the third Sunday morning of each month, for a period of ten years, to the Franciscan Fathers of San Luis Rey. Evening prayer is said on the fourth Sunday of each month by the priest-in-charge of Grace Church, Oceanside. George A. Harkleroad, principal of the high school, is the warden.

Fallbrook has one of the oldest church organizations of the district, in the First Baptist Church of Fallbrook, which was organized in 1884. The church building was erected in 1887-8. Rev. G. J. Travis was the first pastor of the Fallbrook Church. He was followed by Rev. M. B. Shaw, who later resigned, went as a missionary and then returned to the Fallbrook congregation. Other pastors have been: Rev. J. B. Thomas, Rev. V. S. Linsey, Rev. Paul Kinsey, and Rev. H. E. Marshall. The present pastor, Rev. Francis M. Pitman, is serving there only temporarily. The church still occupies the old building begun in 1887.

The Fallbrook Enterprise, the local newspaper, was started in April, 1911, by Henry V. Alexander, and later was owned and edited by George G. Campbell. In 1921 it was sold to C. C. Bentley, the present owner.

Among some of the early business ventures that are still doing business are the Fallbrook Hardware Company, and the Fallbrook Mercantile Company; also, the large forty-nine-room hotel originally known as the Hotel Naples and since sold and renamed the Hotel Ellis.

Fallbrook is famed for its excellent climatic conditions, being neither hot nor cold. The fact that it is a citrus belt without smudge pots is advanced as evidence as to its freedom from disastrous freezes.

Fallbrook points with much pride to its citizenship; it is purely a white town, and the English language is the only one used, and its patriotic and educated people look for other things in their home town than mere money. That fact that three church organizations exist in this community is one which has gained for Fallbrook much praise.

From a fraternal point of view, Fallbrook ranks well with a well established lodge of the Masonic order, as well as an active lodge of Odd Fellows; both these orders own their own halls, clear of all debt, and with substantial treasuries.

Fallbrook is almost an ideal poultry location, and several good poultry ranches are in its limits.

The fact that this little community of about 400 souls registers 100 automobiles is evidence that it is a comfortably well-to-do district.

The railroad was not built directly into the city until the fall of 1917, and that was the starting of the "better days for Fallbrook," and the place has been forging ahead ever since. In 1921 the automobile boulevard through the town was paved with concrete, and this was made another "red-letter" day for the community, giving it another attraction by being on the inland highway between Los Angeles and San Diego, via Riverside.

EL CAJON

El Cajon became a city of the sixth class by vote of its people on November 12, 1912. The first board of trustees consisted of James A. Harris, president; John B. Rumsey, Dr. Charles R. Knox, William Stell and George W. French. Other city officers were: Lee T. Meachum, city clerk; Oscar B. Avis, treasurer; F. S. True, recorder; C. C. Brashear, marshal; Lester D. Welch, city attorney; D. L. Bissell, city engineer.

Much impetus was given to El Cajon and to other towns in the valley by the building of the state highway.

Oranges, lemons and grapes, the latter largely for raisins, are the valley's main products.

El Cajon Valley, one of the most beautiful in all California and presenting a view from Grossmont, overlooking it, which has led thousands to expressions of delight, is also one of the largest and most productive in the southern part of the state. The original Spanish grant of El Cajon contained about 48,000 acres, not all of this, however, being valley land. The floor of this valley is about 460 feet above sea level.

For many years fruits have been the principal crop from the valley. In 1909, for instance, of a total of 17,000,000 pounds of produce shipped by freight from El Cajon nearly 11,000,000 pounds were of fruit.

The Cuyamaca State Bank of El Cajon was founded in November, 1907.

The first store at El Cajon was started by John Rhea about 1880.

El Cajon Rancho, including El Cajon Valley, of which the largest city is El Cajon, was opened to settlement in 1869, and a few families went out from San Diego to take up farming and bee-keeping. For about thirty years the principal industry of the valley was the raising of wheat. The growing of oranges, lemons, and grapes has become in recent years of much greater importance, the vineyards and fruit groves of the valley being among the best in Southern California. Among early residents and owners of land in the valley were Major Levi Chase, S. M. Marshall, J. T. Gordon, J. M. Asher and George A. Cowles.

The City of El Cajon now contains two churches, a public library and excellent stores of various kinds. Contracts were let in 1921 for a new union high school building, to be placed at Grossmont, and



VIEW OF PART OF BEAUTIFUL EL CAJON VALLEY
One of the most productive sections of all Southern California.

construction was well advanced in the same year on a new building for the grade schools of the community. The growth of the valley has been constant in recent years.

The American Legion and the Masonic fraternity at El Cajon have completed plans for the construction of a fine home for their meetings.

About El Cajon are scattered a number of smaller communities, supported largely by the raising of fruits and general produce. Overlooking the valley at its western rim and, in fact, many miles of the adjacent country is Grossmont, rising about 1,200 feet above sea level, which was named after W. B. Gross, an associate of Col. Ed. Fletcher, who was active in developing the big hill and its slopes as a residential colony. A number of well known persons have made their home at Grossmont. Most illustrious of them is Mme. Ernestine Schumann-

Heink, the world famous contralto. Others are Carrie Jacobs Bond, the song writer and Owen Wister, author of "The Virginian" and other stories.

Two miles northeast of the City of El Cajon and at about the center of the valley is Bostonia, with many orange and lemon orchards and a number of fine homes, with a town hall, two general stores, post office and church to supply the needs of the community.

Santee, on the San Diego & Arizona Railway, is another thriving part of the valley. The dairy industry here is an important factor. This and stock raising on a high plane have been carried on in recent years by Walter Dupee, whose cattle have won many prizes in competition with all of the best that the country had to offer. To Mr. Dupee the county owes much for his successful efforts to improve the stock of the section and to make San Diego climb to a high place in that respect. In the fall of 1919 the entries of Guernsey stock made by San Diego County at the National Dairy Show in Chicago won 70 per cent of the premiums and, to quote Dr. Winfield Barkley, who has written much on the county's development, the county's achievement "was an eye-opener to the dairymen of the Middle West."

The Presbyterian (Community) Church of El Cajon was organized May 6, 1883, by the Rev. R. V. Dodge, with seven charter members. The first church building was erected in the fall and winter of 1886 and was dedicated in the spring of 1887. This building was destroyed by fire in the fall of 1902. The present church was built in the spring of 1903 and dedicated in June of last year. The amount necessary to build—about \$5,000—was fully subscribed before work was started. The manse was built in 1910. Services were held for some time before the church was organized in 1887, being conducted in the upper room of what was then the school building. This structure is one which the Catholic people of the valley later bought from the school trustees; it was burned some three years ago. The Presbyterian Church has had as its ministers the Revs. R. V. Dodge, E. C. Jacks, S. W. Lewis, H. S. Stearn, William Johnstone, William Stoops, D. E. Ambrose, George C. Butterfield, Thomas A. Nelson, Alex McGaffin, T. C. Beattie, C. N. Abernathy, C. H. Grube and O. H. Rider. These fifteen ministers supplied the church in the thirty years up to 1913, when the Rev. Charles F. Richardson took charge. In his pastorate 137 new members have been added to the church and extensive improvements have been made on the church property. The church was made into a community organization some five years ago, and its membership includes worshippers of thirteen different denominations, all working in a fine spirit of harmony. The church has taken an active interest in many community affairs.

St. John's Episcopal Church at Bostonia came into existence about twenty-five years ago, although those who later attended the church went to services at private residences some time before that. The first clergyman to take up the work was the Rev. Alfred R. Fletcher, in 1896. Under his guidance the present church was built. Gifts of money for the edifice came from all parts of the Union, Mr. Davis of the firm of Parke, Davis & Company, manufacturing chemists of Detroit, being a generous contributor. The rectory was ob-

tained under the rectorship of the Rev. William J. Cleveland in 1909. The following clergyman have been rectors of St. John's:

Rev. Alfred R. Fletcher, 1896-98;
 Rev. Crawford Frost, 1899;
 Rev. Canon Good, 1900-01;
 Rev. H. J. Camp, 1901-04;
 Rev. William J. Cleveland, 1908-11;
 Rev. Edwin B. Mott, 1911-14;
 Rev. Marcos E. Carver, 1914-17;

Rev. Alfred R. Taylor, the present pastor, from 1917. He is rector of St. Mark's Church, East San Diego.

The Methodist Episcopal Church at Santee was organized in the summer of 1911, with thirty-five members, and the church building was completed in 1912. In the following year a six-room bungalow was erected to be used as a parsonage. The Rev. F. C. Edwards, pastor of the Methodist Episcopal Church at La Mesa, was appointed to act as pastor in 1911 and served to October, 1914. The Rev. H. H. Weyant served in 1914 and 1915, the Rev. F. C. Neptune in 1915-16, the Rev. O. C. Laizure in 1916-17, the Rev. A. A. Burge in 1917-18 and the Rev. O. N. Olson in 1918. He had been pastor only three months when death removed him, and the Rev. Mr. Nickerson took up the work for the rest of the year. In October, 1919, the Rev. J. E. Fisher was appointed. He is now serving his third year.

LAKESIDE.

The Town of Lakeside in the upper El Cajon Valley, is one of the most attractive in San Diego County. The growing of fruits and vegetables is an industry of importance there. Since the great floods of 1916 Lakeside has been the eastern terminus of the San Diego, Cuyamaca & Eastern Railway, now part of the San Diego & Arizona, and that has given added importance to the place. One of the great attractions of Lakeside in past years was the Lakeside Inn, owned and for many years conducted under the direction of the late John H. Gay. In the early days of the automobile races of fast machines were held at the Lakeside track, circling the beautiful park near the hotel.

The Presbyterian Church at Lakeside is the only one of that place. It is called and used as a community church, all denominations worshipping there. Services of the original congregation were held in a school house, the organization being perfected in 1893. The church used that building until March, 1896, when its present home was dedicated, being free of debt at that time. The Rev. George Butterfield was then minister. He drove over at first from El Cajon, where was pastor, and later moved to Lakeside to continue his work, which was very successful. The next minister at Lakeside of whom a record is available was the Rev. C. H. Abernathy, who went there in 1904. The Rev. W. T. Wardle was called in July, 1911, and continued his work until August, 1913, when the Rev. O. M. Temple became the minister. He was followed by the Rev. P. C. Carmichael in 1915. In 1916 there occurred the disastrous flood around Lakeside. The Rev. J. G. McLeod was minister then and left in the spring of

420 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

that year. The church then asked the Rev. S. C. Gilman to be its minister. He continued for about five years, doing a very successful bit of work. The present minister, the Rev. Jesse K. Griffiths, recently became the first regular, settled pastor in the history of the church: the other ministers having been called from year to year.

LEMON GROVE

Lemon Grove, taking its name from the principal industry of that section, and about nine miles from San Diego, is one of the most attractive communities of the county. It also is one of the principal shippers of citrus fruits, several hundred acres being set out to lemons, oranges, grapefruit and similar fruits, samples of which have received medals for excellence at various expositions. The site of Lemon Grove was owned by the Allison Brothers, who, to have it settled, had it subdivided and laid out in parcels, bringing water in from the Flume Company's main at La Mesa by pipe to "the Grove," as residents call it. Among early residents who were active in the development of Lemon Grove were Col. T. J. Bryan, George Maxwell and J. C. Braiden. From 1910 on J. H. Halley has been prominent among those working for the advancement of the town. The most of the fruit grown in this section is marketed through the Lemon Grove Fruit Growers' Association, of which Arthur Hay is president. Recently the growing of poultry has been an important industry at Lemon Grove. The town has only one church, the Congregational, which is used as a community church, all denominations worshipping in it. The church was built in 1912. The Rev. F. W. Straw was pastor in 1921. An active organization of the place is the Forward Club, started as a literary club more than ten years ago by Mrs. Joseph Bell and others. It is now a member of the county federation of women's clubs. Mrs. Rose Eckles is the present president. An excellent school and library are features of the community's life.

RAMONA

Ramona, in the Santa Maria Valley, half way between the harbor of San Diego and the mountains at the eastern border of San Diego County, is in the center of one of the most productive regions of the county. The principal output of the valley in recent years has been in grain, poultry, fruits and honey.

The Ramona town hall, in which also is the Ramona public library, was presented to the town by Augustus Barnett, who had large property interests in the valley: its cost was \$12,000. Another public building which is a source of pride to the community is the Ramona Union High School, which in 1921 had six teachers. The library was organized in 1893. The large auditorium of the town hall is in charge of a board of trustees consisting of R. L. Jerman, J. C. Bargar, F. A. Creelman, O. B. Wetzell and H. A. Miles, all well known residents of Ramona. The library in 1921 had about 2,000 volumes. Mrs. Harriet I. Miles is librarian. The county free library, with a large circulation, has a branch in the same building as the Ramona public library.

Ramona's Chamber of Commerce was organized in 1911, largely as the result of the activity of D. C. Collier of San Diego, who for a time had a residence at Ramona. The organization was first known as the Ramona Improvement Society. Under the direction of the chamber is a fine ten-acre park set to trees, flowers and shrubs. The Chamber of Commerce has been instrumental in having trees planted along the county highway, which runs through Ramona, and has provided a swimming pool in the park. The present board of directors of the chamber is made up of the following: J. C. Bargar, president; Daniel Brown, secretary; J. P. Sutherland, treasurer; O. B. Wetzell, J. C. Ferguson, W. A. Sowler, M. W. Jones, Mrs. Amy Strong, H. A. Miles, H. Baldwin, Mrs. C. K. Graham and Mrs. Harriet I. Miles.

An organization active in Ramona affairs is the Woman's Club, formed in 1914, as the result of the activity of Mrs. W. D. White. Mrs. H. F. Johnson was its first president. The club owns its home.

Since 1886 Ramona has had a weekly newspaper, the Sentinel, of which James A. Jasper was the first editor. C. O. Smith is the present editor.

The State Bank of Ramona, capitalized at \$25,000, was organized in 1911 by H. F. Johnston, its first directors being H. F. Johnston, J. C. Johnson, W. E. Woodward, H. Baldwin, B. F. Pepper, Sr., and H. A. Miles.

The first church formed in Ramona was the Friends' Church, started in 1892, the Rev. W. E. Mills being the first pastor. Its home was erected in 1895, and a new church building, to cost \$6,000, was under construction in the fall of 1921. The Rev. M. B. Perry is the present pastor.

The First Congregational Church of Ramona was organized April 3, 1898, in the Earle schoolhouse, John H. Ferry, the present county recorder, being chairman of the meeting. The Rev. Stanley B. Wilson was the first pastor. Later the church was moved into Ramona and the Rev. C. H. Abernathy was pastor for about five years. The present church building was erected in 1907, the Rev. Stanley Ross Fisher being pastor at the time. In 1917, while the Rev. George M. Morrison was pastor, an attractive addition, containing Sunday school rooms, a pastor's study and other rooms, was built on the church. The present pastor is the Rev. N. M. Malouf.

JULIAN

The Town of Julian, once the second largest town of San Diego County and a competitor with San Diego for the honor of being the county seat, is now a prosperous mountain town and the center of a remarkably fertile and productive farming district. The town boasts an interesting history.

Julian was laid out as a townsite in the year 1870, by D. D. Bailey and Mike Julian, his cousin, after whom the town was named. Prior to that time a Mr. Harrill had located on land west of Julian and a Mr. Brady had located on a large tract on the Volcan Mountain.

The beginning of the town received its impetus from the Julian gold rush. On February 22, 1870, gold was found in the location

still known as the Washington mine—named in honor of the day of its discovery. The gold rush began at once, and prospecting and mining became the chief interest of the region. At this time, holders of the Cuyamaca land grant tried to have their lines extended to include the townsite, but after some litigation the Government placed the grant lines seven miles south of Julian where they remain today.

The gold rush drew hundreds of wealth seekers to Julian, and the population of the little mountain town increased by leaps and bounds. Several mines were located in the country around Julian, particularly in Banner, an adjoining townsite which was included in the Julian mining district.

By 1873, Julian was so large that it made a fight to have the county seat located there. The County Democratic Convention was held in Julian that year, and in the following election, Mike Julian was given the office of county assessor. The gold fever finally died out, however, and the town became the center of an extensive ranching and fruit raising section.

D. D. Bailey died in October, 1921. He raised a family of nine children who are all grown and all married except two. Mike Julian lived in Julian some years, married a Miss Skidmore, later moved to Long Beach and ran a hotel there for many years before he died, leaving a widow and two sons who succeeded him there.

In those days, roads in the county were few and poor. The trail to Julian led up the coast from San Diego to Captain Johnson's ranch, about thirty-five miles north of the city, where it turned to the east and reached Volcan Canyon via Poway and Ramona. From Volcan Canyon the trail went up over the hills to the town of Julian.

Julian was first populated by cattlemen who raised herds there, and in the years following the gold rush cattle raising again became important. Julian also has attained a degree of fame in farm production. Julian honey is much in demand, and tons of it are shipped out to various points in the state. The Julian apple, however, is the most famous of its products, and these fine mountain apples have taken first prizes in several world's fairs in the past twenty years.

The town now has two fine school buildings, a union grammar school and a union high school. The original school buildings there were only "shacks," but community spirit has risen to meet the demands for modern education, and the two modern buildings are a credit to the town and the surrounding country. Julian also has a fine town hall. A Baptist Church was built in Julian in 1891, by Rev. Tinker, who worked through the missionary board of his church.

Reverend Tinker was succeeded by Rev. T. J. Wood, who in turn gave place to Rev. F. L. Blanc.

In the early '70s, Banner, near Julian, was also of importance as a mining community. At one time it had a population of about 1,000 and at one election the Banner precinct polled 300 votes. In those days it had three stores, four saloons and a hotel. Among the old mines of the Banner district were the Golden Chariot, from which it is said that more than \$1,000,000 in gold was taken in three years; the Ready Relief, the Hubbard, the Oroblanco and the Ranchita. Now it is only a little settlement, casting a mere shadow of its former importance.

CHAPTER XLIV

POLITICAL RECORDS

THE CITY

Mayor.

1850—Joshua H. Bean.	1905-07—John L. Sehon.
1851—David B. Kurtz.	1907-09—John F. Forward, Sr.
1852—G. P. Tebbets.	1909-11—Grant Conard.
1889-90—Douglas Gunn.	1911-13—James E. Wadham.
1891-92—Mathew Sherman.	1913-15—Charles F. O'Neill.
1893-96—William H. Carlson.	1915-17—Edwin M. Capps.
1897-98—D. C. Reed.	1917-19—Louis J. Wilde.
1899-1900—Edwin M. Capps.	1919-21—Louis J. Wilde.
1901-04—Frank P. Frary.	1921- —John L. Bacon.

(San Diego from 1852 to 1889 really had no mayor, although the president of the board of trustees held that title by courtesy.)

City Councilmen, Aldermen and Delegates.

1850—	1888—
Atkins S. Wright.	W. J. Hunsaker, president.
Charles Haraszthy.	C. C. Valle.
William Leamy.	A. M. Thornburg.
Charles P. Noell (resigned).	G. W. Waters.
Phillip Crosthwaite.	Frank Clark.
Charles R. Johnson (resigned).	W. H. Pringle.
George F. Hooper.	George W. Marston.
1851—	Simon Levi.
David B. Kurtz.	J. A. McRae.
John Brown.	H. P. Whitney.
George P. Tebbets.	G. C. Arnold.
A. Blackburn.	F. H. Burkhardt.
Enos A. Wall (resigned).	N. D. Hamilton.
J. J. Ames.	1889-90—Aldermen—
J. Jordan (election contested).	C. F. Francisco.
Thomas Wrightington (re-	Simon Levi.
signed).	T. C. Fisher.
John Dillon.	H. A. Perry.
1852—	W. A. Bergole.
George P. Tebbets.	H. F. Norcross.
R. E. Raimond.	D. Cave.
William Leamy.	A. G. Gassen.
Charles C. Johnson.	Delegates—
Charles Fletcher.	W. T. Lyons.
W. P. Toler.	

Melvin Stone.
 C. W. Pauly.
 J. H. Marshall.
 A. H. Julian.
 G. G. Bradt.
 J. P. Davis.
 W. R. Day.
 G. M. Wetherbee.
 Paul H. Ridiger.
 D. H. Hewett.
 C. E. Heath.
 A. B. Seybolt.
 J. W. Thompson.
 George P. Low.
 R. G. Hulbert.
 G. F. Carman.
 William Carper.

1891-92—Aldermen—

H. T. Christian.
 Simon Levi.
 C. C. Brandt.
 H. A. Perry.
 W. A. Begole.
 H. P. Whitney.
 A. G. Gassen.
 A. E. Nutt.
 S. J. Sill.

Delegates—

E. C. Thorpe.
 George H. Crippen.
 Charles W. Pauly.
 T. W. Burns.
 A. N. Miller.
 Fred Baker.
 W. J. Prout.
 Paul A. Rediger.
 M. M. Conn.
 B. F. Mertzmann.
 J. F. Escher.
 Jacob Price.
 Stephen Doud.
 H. H. Williams.
 W. W. Wetzell.

1893-94—Aldermen—

Joseph S. Bachman.
 A. Blochman.
 Simon Levi.
 W. J. Prout.
 George H. Spc rs.

Delegates—

S. F. Barker.
 George M. Havice.
 Charles W. Pauly.
 H. Sweeney.
 H. E. Doolittle.
 C. C. Hakes.
 Fred Baker.
 S. H. Olmstead.
 William H. Kroah.
 Fred H. Robinson.
 C. H. Brown.
 Danville F. Jones.
 H. L. Barrows.
 Thomas H. Dunkin.
 George H. Rootner.
 W. T. Davis.

1895-96—Aldermen—

Amos Beard.
 A. E. Dodson.
 Henry Sweeney.
 George B. Watson.

Delegates—

J. A. Altamarino, Jr.
 S. F. Barker.
 N. V. Paddock.
 Charles W. Pauly.
 C. C. Hakes.
 John F. Warner.
 Fred Baker.
 S. H. Olmstead.
 John Campbell.
 T. L. Paulsen.
 D. F. Jones.
 M. J. Perrin.
 Thomas H. Dunkin.
 H. Welisch.
 E. S. Burgert.
 F. A. James.

1897-98—Aldermen—

L. A. Blochman.
 S. G. Ingle.
 Simon Levi.
 A. E. Nutt.
 Charles W. Pauly.

Delegates—

F. W. Barnes.
 E. H. Wright.
 Walter H. Morgan.
 George F. Ruble.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 425

H. W. Alden.
A. A. Thorp.
A. Morgan.
S. H. Olmstead.
W. H. Doddridge.
John W. Lambert.
H. M. Landis.
M. J. Perrin.
A. P. Johnson, Jr.
T. M. Williamson.
J. H. Cassidy.
F. A. James.

1899-1900—Aldermen—

S. W. Hackett.
C. C. Hakes.
D. F. Jones.
George B. Watson.
J. P. M. Rainbow.
Homer C. Taber.

Delegates—

F. W. Barnes.
W. L. Frevert.
F. P. Frary.
W. W. Whitson.
H. C. Gordon.
A. A. Thorp.
E. G. Bradbury.
E. H. Wright.
J. W. Lambert.
George McNeil.
Ed Gutwillig.
C. C. Craig.
E. E. Denton.
G. A. J. Urban.
M. Williamson.
Henry Woolman.
Otto Sippell.

1901-02—Aldermen—

J. P. M. Rainbow.
S. G. Ingle.
H. M. Landis.
F. C. Hyers.
George M. Hawley.
M. J. Perrin.

Delegates—

George Butler.
E. C. Thorpe.
M. W. Jenks.
George B. Chapman.
James S. Clark.

R. P. Guinan.
R. J. Blair.
E. C. Bradbury.
George McNeil.
J. W. Lambert.
W. H. C. Ecker.
Ed Gutwillig.
Barker Burnell.
A. H. Kayser.
Frank H. Briggs.
Henry Busch.
Henry Woolman.
W. W. Lewis.

1903-04—Aldermen—

S. T. Johnson.
M. J. Perrin.
D. F. Jones.
J. M. Steade.
George H. Crippen.
Charles Kelly.

Delegates—

John L. Schon.
Joseph F. Richert.
George B. Chapman.
James S. Clark.
R. P. Guinan.
E. H. Wright.
James Simpson.
George McNeil.
J. W. Lambert.
W. H. C. Ecker.
L. A. Creelman.
E. W. Peterson.
J. T. Butler.
F. H. Briggs.
J. M. Williamson.
Frank C. Butler.
W. W. Lewis.

1905—Common Council—

E. C. Thorpe.
J. B. Osborn.
L. A. Blochman.
Charles Kelly.
George McNeil.
L. A. Creelman.
Jay N. Reynolds.
A. P. Johnson, Jr.
F. J. Goldkamp.

1907—

Charles Kelly.
George F. Mahler.
Percival E. Woods.

426 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

- A. E. Dodson.
George McNeil.
L. A. Creelman.
F. J. Goldkamp.
J. E. Connell.
W. H. Palmer.
- 1908—
A. E. Dodson.
Henry Woolman.
W. H. Palmer.
Nils Malmberg.
George McNeil.
L. A. Creelman.
Carl Winter.
Percival E. Woods.
F. J. Goldkamp.
- 1909—
John L. Sehon.
Frank A. Salmons.
A. E. Dodson.
Claude Woolman.
Percival E. Woods.
- 1910—
John L. Sehon.
Frank A. Salmons.
A. E. Dodson.
Percival E. Woods.
Claude Woolman (resigned).
Herbert R. Fay.
- 1911-12—
Percival E. Woods.
A. E. Dodson.
John L. Sehon.
Daniel K. Adams.
Herbert R. Fay.
- 1913-14—
P. J. Benbough.
Otto M. Schmidt.
Henry M. Manney.
Daniel K. Adams.
Herbert R. Fay.
- 1915—
P. J. Benbough.
Henry M. Manney.
Herbert R. Fay.
Otto M. Schmidt.
Walter P. Moore.
- 1916—
P. J. Benbough.
Herbert R. Fay.
Otto M. Schmidt.
Walter P. Moore.
Henry M. Manney (died).
C. W. Fox (successor).
- 1917—
Rev. Howard B. Bard.
Virgilio Bruschi.
John L. Bacon.
Herbert R. Fay.
Walter P. Moore.
- 1918—
Rev. Howard B. Bard (place
declared vacant).
James Dougherty (successor).
John L. Bacon (resigned).
Thomas J. Fisher (successor).
Virgilio Bruschi.
Herbert R. Fay.
Walter P. Moore.
- 1919-20—
John A. Held.
Virgilio Bruschi.
Fred A. Heilbron.
Harry K. Weitzel.
Beecher Sterne (died).
Don M. Stewart (successor).
- 1921—
John A. Held.
Virgilio Bruschi.
Fred A. Heilbron.
Harry K. Weitzel.
Don M. Stewart.

City Attorney

- 1851-51—Thomas W. Southerland.
1852—James W. Robinson.
1888—H. L. Titus.
1889-90—James P. Goodwin.
1891-94—William H. Fuller.
1895-1904—H. E. Doolittle.
- 1905-6—W. R. Andrews.
1907-9—George Puterbaugh.
1910-13—W. R. Andrews.
1914-19—T. B. Cosgrove (re-
signed, November).
1919—S. J. Higgins.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 427

City Assessor

1850—Juan Bandini (refused office).	1886—H. T. Christian.
Richard Rust.	1887—J. M. Asher.
1851—D. L. Gardiner (resigned).	1888—L. D. Burbeck.
John Solomon.	1889—G. W. Jorres (resigned).
1852—A. J. Marks.	1890-2—Gilbert Rennie.
1872-5—Mark P. Shaffer.	1893-1904—Nat R. Titus.
1876-7—D. Burroughs.	1905-6—B. J. Edmonds.
1878-9—H. M. Bentzel (died).	1907-8—Daniel Potter.
1879—H. T. Christian.	1909-10—F. F. Woodford.
1880-5—M. D. Hamilton.	1911-12—J. N., Newkirk.
	1913—H. J. Moody.

City Treasurer

1850—J. A. Estudillo.	1899-1904—R. V. Dodge.
1851—J. W. Robinson.	1905—C. L. Williams (resigned).
1852—J. A. Estudillo.	1905-9—Claude Woolman.
1872-4—Charles Hubbell.	1909-18—Don M. Stewart.
1875-6—Philip Morse.	1918-19—Basil W. Woods (appointed).
1877-88—S. Statler.	1919—J. T. Millan.
1889-91—R. V. Dodge.	
1892-8—T. J. Dowell.	

THE COUNTY

State Senators

1849-50—E. Kirby Chamblain.	1865-81—John W. Satterwhite.
1851-52—Jonathan J. Warner.	1883-84—John Wolfskill.
1853—D. B. Kurtz.	1885-86—A. P. Johnson.
1854-55—J. P. McFarland.	1887-89—W. W. Bowers.
1856-57—B. D. Wilson.	1891-93—H. M. Streeter.
1858-59—Cameron E. Thom.	1895-97—D. L. Withington.
1860-61—Andres Pico.	1899-01—A. E. Nutt.
1862-63—J. C. Bogart.	1903-05—Martin L. Ward.
1863-66—M. C. Tuttle.	1907-11—L. A. Wright.
1867-70—W. A. Conn.	1913-17—E. A. Luce.
1871-74—James McCoy.	1919—E. P. Sample.

Assemblymen

1849-50—Oliver S. Witherby.	1865-66—George A. Johnson.
1851—John Cook.	1867-68—Benjamin Hayes.
1852—Agostin Haraszthy.	1869-70—William N. Robinson.
1853—Frizby W. Tilghman.	1871-72—George M. Dannals.
1854—Charles P. Noell.	1873-74—W. W. Bowers.
1855—William C. Ferrell.	1875-76—James M. Pierce.
1856-57—J. J. Kendrick.	1877-78—F. N. Pauly.
1858—Robert W. Groom.	1880—C. C. Watson.
9—A. S. Ensworth.	1881—E. W. Hendricks.
1860—Robert W. Groom.	1883-84—Edwin Parker.
1861—D. B. Kurtz.	1885-86—T. J. Swayne.
1862—D. B. Hoffman.	1887-92—Nestor A. Young.
1863-64—J. J. Kendrick.	

428 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

1893-94—W. H. Carlson, 79th. 1907-08—W. F. Ludington, 79th.
 William M. Casterline, 80th. 1907-10—Percy A. Johnson, 80th.
 80th. 1909-12—E. C. Hinkle, 79th.
 1895-98—W. R. Guy, 79th. 1911-16—Fred E. Judson, 80th.
 1895-96—Alfred Kean, 80th. 1913-14—Grant Conard, 79th.
 1897-98—James L. Dryden, 80th. 1915-16—Grant Conard, 79th.
 1899-1900—Lewis R. Works, 79th. 1917-18—Hugh J. Baldwin, 79th.
 A. S. Crowder, 80th. 1919-20—Fred E. Lindley, 79th.
 1901-06—Frank W. Barnes, 79th. 1917-20—W. A. Doran, 80th.
 1901-02—Charles R. Stewart, 80th. 1921—J. O. Bishop, 79th.
 1903-04—John G. Burgess, 80th. R. W. Colburn, 80th.
 1905-06—Percy A. Johnson, 80th.

District Judges

1851—Oliver S. Witherby. 1871—Murray Morrison died, H.
 1859-63—Benjamin Hayes. C. Rolfe succeeded him
 1864-67—Pablo de la Guerra. 1873-79—W. T. McNealy.
 1868-70—Murray Morrison.

Superior Judges

1880-85—W. T. McNealy. 1917—
 1886—W. T. McNealy resigned, J. Wilfred R. Guy, died (July 23,
 D. Works succeeded him. 1917).
 1887—John D. Works resigned, Theron L. Lewis.
 Edwin Parker succeeded C. N. Andrews.
 him. W. A. Sloane.
 1888—Edwin Parker. S. M. Marsh (appointed to suc-
 ceed Judge Guy).
 1889-90—John R. Aitken. 1918—
 1889-96—George Puterbaugh. S. M. Marsh.
 W. L. Pierce. Theron L. Lewis.
 1891—E. S. Torrance. W. A. Sloane (resigned).
 1897—John Wilmer Hughes died, C. N. Andrews.
 George Fuller succeeded 1919—
 him. S. M. Marsh.
 1898-00—George Fuller. Theron L. Lewis.
 1901-07—Norman H. Conklin. Edgar A. Luce.
 1906-08—Elisha S. Torrance. C. N. Andrews.
 1909-10— 1920—
 Wilfred R. Guy. S. M. Marsh.
 Theron L. Lewis. Theron L. Lewis (died Decem-
 ber 30, 1920).
 1911-12— Edgar A. Luce.
 Wilfred R. Guy. C. N. Andrews.
 Theron S. Lewis. William P. Cary (appointed to
 W. A. Sloane. succeed Judge Lewis).
 1913-16— 1921—
 Wilfred R. Guy. S. M. Marsh.
 Theron L. Lewis. Edgar A. Luce.
 W. A. Sloane. C. N. Andrews.
 C. N. Andrews. William P. Cary.

County Judges

1850-53—John Hays.	1861-62—D. A. Hollister.
1854—Cave J. Coutts.	1863-67—Julio Osuna.
1855-59—David B. Kurtz.	1868-75—Thomas H. Bush.
1860—William H. Noyes.	1876-79—M. A. Luce.

Associate Judges, Court of Sessions

1850-51—	H. C. Ladd.
Charles Haraszthy.	Philip Crosthwaite (acting).
William H. Moon.	1856—
1852—	D. B. Kurtz.
J. Judson Ames.	C. C. Samuel.
W. P. Toler to August 4.	A. S. Ensworth.
William T. Conlon succeeded	1857—
Toler.	D. B. Kurtz.
E. W. Morse.	A. E. Maxey.
John Hayes.	Jose J. Ortega.
1853—	1858-59—
Lewis A. Franklin.	D. B. Kurtz.
E. W. Morse.	D. A. Hollister.
1854—	William H. Noyes.
D. B. Kurtz.	1860—
H. C. Ladd.	D. B. Kurtz.
J. F. Damon.	William H. Noyes.
1855—	A. B. Smith.
D. B. Kurtz.	

District Attorneys

1850—William C. Ferrell.	1895—W. M. Darby, died before inauguration.
1851—Thor. W. Sutherland.	1896—M. L. Ward.
1852-56—James W. Robinson.	1897-98—Adelbert H. Sweet.
1857-58—J. R. Gitchell.	1899-1902—T. L. Lewis.
1859—William C. Ferrell resigned,	1903-06—Cassius Carter.
D. B. Hoffman succeeded	1907-08—Lewis R. Kirby.
him.	1909-14—Harry S. Utley.
1860-61—D. B. Hoffman.	1915—D. V. Mahoney (resigned at end of first six months)
1862-63—James Nichols.	S. M. Marsh (appointed, and resigned to take Superior court).
1864-65—D. A. Hollister.	1916-18—W. F. Schuermeyer appointed resigned early in November, 1918.
1866-67—G. A. Benzen.	Harry S. Utley, candidate at November election, appointed to fill vacancy until sworn into office, January, 1919, after election.
1868-69—Cullen A. Johnson.	
1870-72—W. T. McNealy.	
1873-75—A. B. Hotchkiss.	
1876-77—H. H. Wildy.	
1878-79—N. H. Conklin.	
1880-82—Will M. Smith.	
1883-84—W. J. Hunsaker.	
1885-86—E. W. Hendrick.	
1887-90—James S. Copeland.	
1891-92—Johnstone Johns.	
1893-94—M. L. Ward.	1919—Harry S. Utley.

430 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

Board of Supervisors

- | | |
|---------------------------------|---------------------|
| 1853— | D. B. Hoffman. |
| William C. Ferrell. | G. A. Johnson. |
| E. B. Pendleton. | 1859— |
| Louis Rose. | Frank Ames. |
| Jas. W. Robinson, succeeded by | R. E. Doyle. |
| E. W. Morle. | J. R. Gitchell. |
| J. J. Warner, succeeded by | J. J. Kendrick. |
| George Lyons. | George A. Johnson. |
| 1854— | 1860— |
| J. L. Bleeker. | R. E. Doyle. |
| George P. Tebbetts. | James Donahoe. |
| George Lyons. | W. W. Ware. |
| George McKinstry. | John S. Minter. |
| George F. Hooper. | Jose J. Ortega. |
| E. W. Morse. | Cave J. Coutts. |
| Louis Rose. | A. Lassitor. |
| 1855— | 1861— |
| J. J. Warner. | G. P. Tebbetts. |
| E. W. Morse. | G. A. Johnson. |
| Julian Ames. | Frank Stone. |
| George Lyons. | Juan Machado. |
| George McKinstry. | J. C. Bogart. |
| E. W. Morse. | 1862— |
| O. S. Witherby. | George A. Johnson. |
| George Lyons. | R. D. de la Riva. |
| Julian Ames. | Francisco O. Campo. |
| C. G. Saunders. | George P. Tebbetts. |
| Cave J. Coutts. | James Donahoe. |
| 1856— | 1863— |
| Thomas R. Darnall. | George P. Tebbetts. |
| O. S. Witherby. | Frank Stone. |
| Joseph Smith. | Marcus Schiller. |
| C. G. Saunders. | Heyman Mannasse. |
| Cave J. Coutts. | C. F. Jaeger. |
| Thomas Collins. | 1864— |
| 1857— | James Donahoe. |
| James Nichols. | George P. Tebbetts. |
| Thomas R. Darnall, succeeded by | Daniel Cline. |
| D. B. Hoffman. | George Williams. |
| Joseph Smith, succeeded by | C. F. Jaeger. |
| H. H. Whaley. | 1865— |
| Cave J. Coutts, succeeded by | Louis Rose. |
| H. C. Ladd. | Cave J. Coutts. |
| M. Schiller, succeeded by | Joseph Smith. |
| J. L. McIntire. | 1866— |
| 1858— | Louis Rose. |
| O. S. Witherby. | Joseph Smith. |
| H. C. Ladd. | 1867— |
| H. H. Whaley. | Joseph S. Mannasse. |
| J. L. McIntire. | Charles Thomas. |
| Cave J. Coutts. | |

- 1868—
 Joseph S. Mannasse.
 Joseph Divelbiss.
- 1869—
 Joseph S. Mannasse.
 Joseph Divelbiss.
 Charles Thomas.
- 1870—
 E. D. French.
 G. W. B. McDonald.
 Joseph C. Riley.
 John Forster.
 Thomas P. Slade.
- 1871—
 Thomas P. Slade.
 Joseph S. Mannasse.
 Charles Thomas.
 William Flinn.
 John Forster.
- 1872—
 Joseph Divelbiss.
 John Forster.
 L. L. Howland.
 Andrew Cassidy.
 Joseph Tasker.
- 1873—
 Joseph Divelbiss.
 Joseph Tasker.
 Andrew Cassidy.
 L. L. Howland.
 John Forster.
- 1874—
 W. G. Hill.
 Jacob Bergman.
 J. Duffy.
 Andrew Cassidy.
 F. N. Pauly.
- 1875—
 W. G. Hill.
 Jacob Bergman.
 J. Duffy.
 Andrew Cassidy.
 F. N. Pauly.
- 1876—
 David W. Briant.
 Francisco Estudillo.
 David Kenniston.
 F. Copeland.
 J. M. Randolph, succeeded by
 F. E. Farley.
- 1877—
 David W. Briant.
- F. E. Farley.
 David Kenniston.
 F. Copeland.
 Francisco Estudillo.
- 1878—
 A. Klauber.
 D. R. Foss.
 E. O. Ormsby.
 S. A. McDougall.
 O. H. Borden.
- 1879—
 D. R. Foss.
 E. O. Ormsby.
 S. A. McDougall.
 James M. Pierce.
- 1880—
 O. H. Borden.
 S. A. McDougall.
 James M. Pierce.
 E. O. Ormsby.
 D. R. Foss.
- 1881—
 O. H. Borden.
 S. A. McDougall.
 James M. Pierce.
 E. O. Ormsby.
 D. R. Foss.
- 1882—
 O. H. Borden.
 S. A. McDougall.
 Solon G. Blaisdell.
 D. W. Briant.
 J. P. M. Rainbow.
- 1883—
 D. W. Briant.
 Solon G. Blaisdell.
 J. P. M. Rainbow.
 S. A. McDougall.
 J. M. Woods.
- 1884—
 D. W. Briant.
 J. M. Woods.
 Samuel Hunting.
 Henry U. Emery.
 Matthew Sherman.
- 1885—
 D. W. Briant.
 Matthew Sherman.
 Henry U. Emery.
 J. M. Woods.
 Samuel Hunting.

432 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

- 1886—
 D. W. Briant.
 Matthew Sherman.
 Henry U. Emery.
 J. M. Woods.
 Samuel Hunting.
- 1887—
 J. M. Woods.
 A. J. Stice.
 Henry U. Emery.
- 1888—
 Thomas P. Slade.
 J. M. Woods.
 A. J. Stice.
 Henry U. Emery.
- 1889—
 J. M. Woods.
 J. S. Buck.
 J. H. Woolman.
 Chester Gunn.
 A. J. Stice.
- 1890—
 J. S. Buck.
 J. H. Woolman.
 Chester Gunn.
- 1891—
 J. S. Buck.
 Chester Gunn.
 John Judson.
 J. P. M. Rainbow.
 J. H. Woolman.
- 1892—
 J. S. Buck.
 J. H. Woolman.
 Chester Gunn.
 John Judson.
 J. P. M. Rainbow.
- 1893—
 Arthur G. Nason.
 W. W. Wetzell.
 James A. Jasper.
 John Judson.
 J. P. M. Rainbow.
- 1894—
 James A. Jasper.
 J. P. M. Rainbow.
 Arthur G. Nason.
 W. W. Wetzell.
 John Judson.
- 1895—
 Arthur G. Nason.
 W. W. Wetzell.
- James A. Jasper.
 William Justice.
 John Griffin.
- 1896—
 Arthur G. Nason.
 W. W. Wetzell.
 James A. Jasper.
 William Justice.
 John Griffin.
- 1897—
 Howard M. Cherry.
 Charles H. Swallow.
 William Justice.
 John Griffin.
 James A. Jasper.
- 1898—
 Howard M. Cherry.
 Charles H. Swallow.
 William Justice.
 John Griffin.
 James A. Jasper.
- 1899—
 Howard M. Cherry.
 Charles H. Swallow.
 William Justice.
 John Griffin.
 James A. Jasper.
- 1900—
 Howard M. Cherry.
 Charles H. Swallow.
 William Justice.
 John Griffin.
 James A. Jasper.
- 1901—
 Howard M. Cherry.
 Charles H. Swallow.
 William Justice.
 John Griffin.
 James A. Jasper.
- 1902—
 Howard M. Cherry.
 Charles H. Swallow.
 William Justice.
 John Griffin.
 James A. Jasper.
- 1903—
 Howard M. Cherry.
 Charles H. Swallow.
 James A. Jasper.
 William Justice.
 John Griffin.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 433

- 1904—
 Howard M. Cherry.
 Charles H. Swallow.
 James A. Jasper.
 William Justice.
 John Griffin.
- 1905—
 Howard M. Cherry.
 James H. Cassidy.
 James A. Jasper.
 William Justice.
 John Griffin.
- 1906—
 Howard M. Cherry.
 James H. Cassidy.
 Joseph Foster.
 William Justice.
 John Griffin.
- 1907—
 Daniel K. Adams.
 James H. Cassidy.
 Joseph Foster.
 Frederick S. Webster.
 John Griffin.
- 1908—
 Daniel K. Adams.
 James H. Cassidy.
 Joseph Foster.
 Thomas J. Fisher.
 John Griffin.
- 1909—
 Daniel K. Adams.
 James H. Cassidy.
 Joseph Foster.
 Thomas J. Fisher.
 John Griffin.
- 1910—
 Daniel K. Adams.
 James H. Cassidy.
 Joseph Foster.
 Thomas J. Fisher.
 John Griffin.
- 1911—
 John P. Smith.
 James H. Cassidy.
 Joseph Foster.
 Thomas J. Fisher.
 George F. Westfall.
- 1912—
 John P. Smith.
 James H. Cassidy.
 Joseph Foster.
- 1913—
 John P. Smith.
 Charles H. Swallow.
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.
- 1914—
 John P. Smith.
 Charles H. Swallow.
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.
- 1915—
 John P. Smith.
 Charles H. Swallow.
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.
- 1916—
 John P. Smith.
 Charles H. Swallow.
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.
- 1917—
 Harry P. Greene.
 Charles H. Swallow.
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.
- 1918—
 Harry P. Greene, died, succ. by
 Mildred L. Greene.
 Charles H. Swallow.
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.
- 1919—
 Mildred L. Greene
 E. A. Hornbeck.
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.
- 1920—
 Mildred L. Greene.
 E. A. Hornbeck
 Joseph Foster.
 Charles L. Good.
 George F. Westfall.

434 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

1921—
Mildred L. Greene.
E. A. Hornbeck.

Joseph Foster.
Charles L. Good.
George F. Westfall.

Sheriff

1850-51—Agostin Haraszthy.
1852 —George F. Hooper.
1853 —William Conroy.
1854-55—M. M. Sexton.
1856 —Joseph Reiner.
1857 —Joseph Reiner.
D. A. Hollister.
1858-60—George Lyons.
1861 —George Lyons.
James McCoy.
1862-70—James McCoy.
1871 —James McCoy.
S. W. Craigue.

1872-74—S. W. Craigue.
1875 —N. Hunsaker.
1876-82—Joseph A. Coyne.
1883-86—E. W. Bushyhead.
1887-90—S. A. McDowell.
1891-92—John H. Folks.
1893-94—Ben P. Hill.
1895-1902—Frank S. Jennings.
1903-06—Thomas W. Brodnax.
1907-14—Fred M. Jennings.
1915-18—Ralph L. Conklin (died).
1918- —James C. Byers.

County Superintendent of Schools

1856 —Frank Ames.
1858 —J. Judson Ames.
1860-61—Jose M. Estudillo.
1862-63—A. B. Smith.
1864-67—Jose M. Estudillo.
1868-69—Marcus Schiller.
1870-71—H. H. Dougherty.
1872-73—B. S. Lafferty.
1874-75—J. H. S. Jamison.
1876-77—F. N. Pauly.

1878-79—E. T. Blackmer.
1880-82—G. N. Hitchcock.
1883-87—R. D. Butler.
1888 —G. N. Hitchcock.
1889-94—Harr Wagner.
1895-98—W. J. Bailey.
1899-1914—Hugh J. Baldwin.
1915-19—J. F. West.
1919-21—F. F. Martin.
1921- —Ada York.

Coroner

1850-51—John Brown.
1852 —F. M. Alvarado.
John Brown.
1853-54—Lewis A. Franklin.
1855-57—Dr. D. B. Hoffman.
1858 —James Nichols.
1859 —Lewis Strauss.
1860 —Joseph Reiner.
1861-63—A. R. Kelley.
1864-65—Charles Gerson.
1866-67—Thomas Lush.
1868-71—Dr. Edward Burr.
1872-73—John N. Young.
1874-76—Dr. C. M. Fenn.
1877 —Dr. T. C. Stockton.

1878-79—Dr. C. M. Fenn.
1880-84—Dr. T. C. Stockton.
1885-88—Dr. H. T. Risdon.
1889-90—William H. Eadon.
1891-92—M. B. Keller.
1893-94—Horace P. Woodward.
1895-98—Dr. Theodore F. Johnson.
1899-1902—Horace P. Woodward.
1903-10—Dr. A. C. Morgan.
1911-14—Samuel W. Bell.
1915-17—O. G. Marsh (resigned).
1918 —Perry G. Jones.
Schuyler C. Kelly.
1919- —Schuyler C. Kelly.

County Recorder

1850-51—Henry C. Matsell*
1852-53—Philip Crosthwaite**

1854-57—William B. Coutts**
1858-70—G. A. Pendleton**

*And auditor.

**And clerk.

CITY OF SAN DIEGO AND SAN DIEGO COUNTY 435

1871 —G. A. Pendleton** (died) 1887-90—E. G. Haight**
 1872-77—A. S. Grant** 1891 —C. R. Dauer**
 1878-79—D. A. Johnson** 1892 —E. H. Miller*
 1880-82—Gilbert Rennie** 1893-96—John F. Forward.
 1883-84—E. G. Haight** 1907- —John H. Ferry.
 1885-86—S. A. McDowell**

County Clerk

1850-51—Richard Rust. 1889-90—M. D. Hamilton.
 1852-53—Philip Crosthwaite* 1891-92—William M. Gassaway.
 1854-57—William B. Couts.* 1893-94—Silas M. Puryear.
 1858-71—G. A. Pendleton (died). 1895-1904—Will H. Holcomb.
 Chalmers Scott. 1905-6 —Frank A. Salmons.
 1872-77—A. S. Grant.** 1907-10—W. H. Francis.
 1878-82—S. Statler. 1911-16—J. T. Butler (resigned).
 1883-88—J. M. Dodge. 1916- —J. B. McLees.

County Treasurer

1850 —Juan Bandini (refused 1861-63—E. W. Morse.
 office). 1864-75—Jose G. Estudillo.
 Philip Crosthwaite (ap-1876-77—Chauncey B. Culver.
 pointed). 1878-84—William Jorres.
 1851 —Philip Crosthwaite. 1885-90—S. Statler.
 1852 —Jose A. Estudillo. 1891-92—Charles R. Dauer.
 1853 —John Hays. 1893-94—C. D. Long.
 1854-55—Joseph Reiner. 1895-98—John W. Thompson.
 1856-57—E. B. Pendleton. 1899-1920—J. F. Schwartz (died).
 1858-59—E. W. Morse. 1920- —G. Heston (appointed).
 1860 —Frank Ames.

County Physician

1856-68—Dr. D. B. Hoffman. 1889-91—Dr. J. P. LeFeure.
 1869-71—Dr. Edward Burr. 1892 —Dr. H. E. Crepin.
 1872-73—Dr. T. C. Stockton. 1893-1907—Dr. David Gochenauer.
 1874-76—Dr. C. M. Fenn. 1908-12—Dr. D. F. Northrup.
 1877-84—Dr. P. C. Remondino. 1913-18—Dr. I. D. Webster.
 1885-87—Dr. C. M. Fenn. 1919- —Dr. O. G. Wicherski.
 1888 —Dr. Thomas Keefe.

Public Administrator

1852 —Charles P. Noell. 1880-83—Dr. T. C. Stockton.
 1856 —J. R. Bleeker. 1884-85—J. M. Asher.
 1859 —Frank Ames. 1886-88—H. C. Morgan.
 1860-67—O. S. Witherby. 1889-90—John L. Dryden.
 1868-69—Joseph Swycaffer. 1891 —John Falkenstein.
 1870-71—Thomas Sherman. 1893-96—C. F. Kamman.
 1872-73—A. O. Wallace. 1899-1902—J. M. Asher.
 1874-75—P. P. Martin. 1903-11—P. J. Layne (died).
 1876-77—E. W. Morse. 1912 —W. S. Spencer.
 1878-79—Dr. C. M. Fenn. 1913- —Edwin Reed.

*And recorder.

**And auditor.

County Auditor

1891-92—E. H. Miller. 1907-10—Howard M. Cherry.
 1893-1906—Eugene E. Shaffer. 1911 —Chauncey R. Hammond.

County Assessor

1850 —Jose A. Estudillo.	1865-69—John M. McIntier.
1851 —Dr. F. J. Painter.	1870-71—William Smith.
1852 —S. E. Arguello.	1872-73—M. S. Julian.
A. T. Crowell.	1874-75—M. P. Schaffer.
1853 —A. T. Crowell.	1876-79—David Burroughs.
1854 —William C. Ferrell.	1880-86—M. D. Hamilton.
1855 —W. C. Ferrell (resigned).	1887-90—J. M. Asher.
E. B. Pendleton.	1891-94—C. H. Sheppard.
1856 —Albert Smith.	1895-98—John P. Burt.
1857 —William C. Ferrell.	1899-1904—Jacob D. Rush.
1858-59—Albert Smith.	1905-06—G. W. Jorres.
1860-61—James McCoy.	1907-19—M. M. Moulton.
1862 —Henry Clayton.	1919- —Charles H. Swallow.
1863-64—A. E. Maxey.	

County Tax Collector

1875-84—Aaron Pauly.	1895-1921—A. F. Cornell (died).
1887 —W. W. Burgess.	1921- —Herbert A. Croghan
1888-89—W. S. Varnum.	(appointed).
1890-94—H. W. Weincke.	

County Surveyor

1850-52—Henry Clayton.	1880 —L. L. Lockling.
1855 —Charles H. Poole.	1881 —H. J. Willey.
1856-59—Robert W. Groom.	1882 —Charles J. Fox.
1860 —Henry Clayton.	1883-86—O. N. Sanford.
E. W. Morse.	1887-88—Henry L. Ryan.
1861-63—Robert W. Groom.	1889-90—Henry C. Langrehr.
1864-67—Henry Clayton.	1891-92—W. W. Allen.
1868-71—James Pascoe.	1893-98—R. M. Vail.
1872-75—M. G. Wheeler.	1899-1902—S. L. Ward.
1876-77—Charles J. Fox.	1903-07—Archie F. Croweli.
1878-79—M. G. Wheeler.	1908 —George Butler.

APPENDIX

*List of Spanish and Mexican Military Commandants at San Diego,
1769-1840*

Lieutenant Pedro Fages, military commandant of California, July, 1770, to May, 1774.

Lieutenant Jose Francisco Ortega, from July, 1771; made lieutenant and put in formal charge, 1773; continued till 1781.

Lieutenant Jose de Zuniga, September 8, 1781, to October 19, 1793.

Lieutenant Antonio Grajera, October 19, 1793, to August 23, 1799.

Lieutenant Jose Font, temporary commandant of military post, ranking Rodriguez, August 23, 1799, to 1803.

Lieutenant Manuel Rodriguez, acting commandant of the company from August 23, 1799, till 1803, when he became commandant of the post and so continued till late in 1806.

Lieutenant Francisco Maria Ruiz, acting commandant from late in 1806 till 1807.

Lieutenant Jose de la Guerra y Noriega, for a short time in 1806-1807.

Captain Jose Raimundo Carrillo, from late in 1807, till 1809.

Lieutenant Francisco Maria Ruiz, lieutenant and acting commandant from 1809 till 1821; then captain and commandant.

Captain Ignacio del Corral, nominally commandant from 1810, to 1820, but never came to California.

Lieutenant Jose Maria Estudillo, October 23, 1820, to September, 1821.

Captain Francisco Maria Ruiz, September, 1821, to 1827, when he retired at age of seventy-three.

Lieutenant Jose Maria Estudillo, from early in 1827, to April 8, 1830.

Lieutenant Santiago Arguello, from April 8, 1830, to 1835.

Captain Augustin V. Zamorano, from 1835, to 1840; was here only during 1837-8 and never assumed command of the company.

Captain Pable de la Portilla was nominally commandant of the post by seniority of the rank, whenever present, from 1835, until he left California in 1838.

Priests of San Diego Mission

1769—July 16. Mission founded by Father President Junipero Serra. Also present: Fathers Hernando Parron and Juan Viscaino.

1770—Fathers Juan Crespi and Francisco Gomez had been at San Diego but departed with the land expedition for Monterey on July 14th. They returned January 24, 1770, and all five priests were present until February 11th, when Viscaino went south

- by land to Valicata with Rivera. On April 17th, Fathers Serra and Crespi sailed for Monterey with Portola (left at San Diego, Parron and Gomez, the former in charge).
- 1771—April. The San Antonio came up from Mexico with ten friars and left some of them at San Diego, among them Fathers Pedro Benite Cambon, Francisco Dumetz and Father Somera. Same ship took Gomez to Monterey. Father Dumetz was in charge. In July the San Antonio arrived with six friars from the north, and Frs. Cambon and Dumetz went overland to Mexico.
- 1772—May. Father Crespi came from the north and Father Dumetz returned with Father Tomas de la Pena to take Cambon's place. September 27th, Frs. Crespi and Dumetz left for San Carlos and two friars, Frs. Usson and Figuer, came from Mexico.
- 1773—August 30. Father Francisco Palou arrived overland from Mexico, with Frs. Pedro Benite Cambon, Gregorio Amurrio, Fermin Francisco Lasuen, Juan Prestamero, Vicente Fuster, Jose Antonio Murguia, and Miguel de la Campa Cos, assigned to different missions. September 5. Frs. Paterna, Lasuen and Prestamero departed. October 26. Frs. Palou, Murguia and de la Pena departed. This left at San Diego Frs. Luis Jayme, Vicente Fuster and Gregorio Amurrio as supernumerary.
- 1774—March 3. Father Serra came by sea from Mexico. With him came Father Pablo Mugartegui, who remained for a time, but later went north.
- 1775—November 5. Destruction of the mission, Frs. Luis Jayme and Vicente Fuster in charge; the former killed. At the Presidio, Frs. Lasuen and Amurrio.
- 1776—July 11. Father Serra arrived by sea from Monterey to arrange for rebuilding the mission. October 17. Three friars, Frs. Fuster, Lasuen and probably Santa Maria, occupied the new mission.
- 1777—Father Juan Figuer came and served to December 18, 1784, when he died and was buried in the church.
- 1785—For about a year after Father Figuer's death, Lasuen served alone. In November, 1785, he went to San Carlos and his place at San Diego was taken by Juan Mariner (arrived 1785). With him was associated Father Juan Antonio Garcia Ribco (arrived 1783), till October, 1786, then Hilario Torrens (arrived 1786). Mariner and Torrens served till the last year of the century. Father Torrens left California at the end of 1798, and died in 1799; Mariner died at the mission, January 29, 1800.
- 1800—Their successors were Frs. Jose Panella (arrived June, 1797), and Jose Barona (arrived May, 1798). Father Pedro de San Jose Estevan was supernumerary, April, 1796, to July, 1797. Father Panella was accused of cruelty to the neophytes and was reprimanded by President Lasuen. He left the country in 1803. Father Barona remained as minister throughout the decade (1800-1810). Father Panella was replaced for about a year after 1803 by Mariano Payeras, and then Father Jose Bernardo

- Sanchez took the place in 1804. Father Pedro de la Cueva, from Mission San Jose, was here for a short time in 1806 and Father Jose Pedro Panto came in September, 1810.
- 1810—Father Sanchez continued to serve until the spring of 1820, when he was succeeded by Vicente Pascualo Oliva. Father Panto died in 1812, and Father Fernando Martin took his place. The new Mission Church was dedicated November 12, 1813, (this is the building whose ruins yet remain). The blessing was pronounced by Fr. Jose Barona, of San Juan. The first sermon was by Father Geronimo Boscana, of San Luis, the second by the Dominican Tomas Ahumada, of San Miguel, and Lieutenant Ruiz acted as sponsor.
- 1820—Father Martinez served for a time in 1827.
- 1830—Fathers Oliva and Martin continued in charge. Father Martin died October 19, 1838. He was a native of Robledillo, Spain, born May 26, 1770. He was a Franciscan, and arrived at San Diego July 6, 1811. He was one of the few missionaries who took oath of allegiance to Mexico.
- 1840—Father Oliva remained alone, and was the last missionary to occupy the Mission, till August, 1846. Upon the secularization of the missions in 1835, Jose Joaquin Ortega was placed in charge as major-domo or administrator, and 1840, he was replaced by Juan M. Osuna. Others served at different times. Some Indians lingered at the place, and in 1848 Philip Crosthwaite leased the Mission. Father Oliva went first to San Luis Rey, then to San Juan Capistrano, where he died in January, 1848.

The articles of agreement between Frank A. Kimball of San Diego and the Boston syndicate representing the Santa Fe Railroad:

Articles of Agreement, made this twenty-third day of July, A. D., 1880, by and between Frank A. Kimball, representing himself, the firm of Kimball Brothers, the Chamber of Commerce, the Board of City Trustees, and prominent citizens of the City of San Diego, in the State of California, party of the first part and Kidder, Peabody & Company, B. P. Cheney, George B. Wilbur, Lucius G. Pratt, and Thomas Nickersona, all of Boston, Massachusetts, party of the second part, witnesseth:

That whereas, the party of the first part desires to obtain railroad connection from the Bay of San Diego to the eastern part of the United States, and in and of the same, is able and willing to donate the lands, privileges and franchises hereinafter mentioned. And whereas the party of the second part is willing to furnish such connection and receive such donation.

Now, therefore, in consideration of the premises and their respective undertakings hereinafter set forth, and of one dollar to each paid by the other receipt acknowledged, said parties mutually agree as follows:

Article 1. The party of the first part will convey or cause to be conveyed by good and sufficient deeds in fee simple, free from all incumbrances except taxes due on the first Monday in January, 1881,

440 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

to Henry B. Williams of San Francisco, John A. Fairchild, and Warren C. Kimball, both of said San Diego and all of the State of California, trustees, the several parcels of land and the several privileges and franchises hereinafter set forth, namely:

(a) In behalf of Kimball Brothers: ten thousand acres of land in Rancho de la Nacion made up and selected as follows: Fractional quarter sections one hundred and seventy-five (175) and one hundred and seventy-six (176), according to survey and patent of the United States now on file and of record in the County of San Diego, said fractional quarter sections giving one mile front upon the water of San Diego Bay, and all the land running back from said water front to such a distance as to embrace in all (exclusive of land heretofore sold which does not exceed twenty acres) two hundred acres, being the land heretofore bonded to a representative of the Texas Pacific Railroad Company together with such additional quantity of land south of National City, adjacent thereto, in such convenient shape as shall be required for workhouses, machine shops, warehouses, wharves and other appurtenances of the line of railroad hereinafter mentioned; and also together with all the riparian rights appertaining to the lands agreed to be conveyed and to any and every part thereof.

One half equitably selected of all the unsold portions of National City, being from one hundred fifty (150) to one hundred and seventy-five (175) blocks of two and one-half acres each measuring through the centers of the streets as laid down on the plan of said National City.

Also south of National City, quarter sections 174, 179 and 160, and so much of quarter sections 173, 180 and 161 as may be necessary in the judgment of the engineers of the party of the second part, to control the channel of the Sweetwater River, and then selecting alternate half miles of water front, measuring on the base line, said Kimball Brothers making the first selection, until two miles of water front (as near as may be) have been taken south of National City (making about three miles of water front in all) and then starting from said water front and running back, selecting tracts alternate (as near as may be) exclusive of those parcels already conveyed to sundry persons, until the full complement of ten thousand acres, as aforesaid, has been completed. Together with all tide lands and riparian rights belonging to or in anywise appertaining thereunto and to any and every part thereof.

The selections above referred to shall be made by mutual agreement between said Frank A. Kimball, and the party of the second part, or in case of dispute, by three persons chosen one by each of the parties hereto, and one by the two thus chosen, and the decision of a majority of them shall be final.

(b) On behalf of A. Overbaugh, O. S. Witherby and L. C. Gunn, about forty-five hundred (4500) acres of land in San Diego, being the same tract conveyed to said Overbaugh, Witherby and Gunn, by Charles S. Hamilton by deed recorded with San Diego deeds, to which reference is had for more particular description.

(c) About three hundred scattered blocks and lots in the city of San Diego and about five thousand acres of land in and around the same, all of which now stands in the name of George B. Wilbur,

as shown by sundry deeds in escrow in the hands of Bryant Howard and E. W. Morse of San Diego.

(d) The party of the first part also agrees to contribute the sum of ten thousand dollars to be used for the purchase of right-of-way and lands, depots, shops, water and other stations on the line which the party of the second part may adopt for the proposed railroad and for the general purpose of said railroad.

Article 2. The party of the second part will form a company and will build a railroad of standard guage, four feet eight and one-half inches, from said Bay of San Diego to a connection with the Atlantic & Pacific Railroad in California.

And the party of the second part or the company to be formed as aforesaid shall begin work at the earliest practicable moment, and shall before January 1, 1881, construct twenty miles of said railway, starting from San Diego Bay, or shall perform an amount of work upon said proposed line and enter into contracts for said line in good faith, equivalent to the building of said twenty miles before said date; said work to be done and contracts made to be not less than two hundred and fifty thousand dollars in amount; and shall before January 1, 1882, construct not less than one hundred and sixteen (116) miles of said railway starting from said Bay of San Diego, and shall complete said connection with the Atlantic & Pacific Railroad as soon as practicable and at a date not later than the first day of January, A. D. 1884. Provided, however, that before forming said company or beginning said work, the following things shall be done and the party of the second part notified thereof, namely:

First. The lands and appurtenances from said Kimball Brothers and from said Overbaugh, Witherby and Gunn shall be conveyed as aforesaid to said trustees.

Second. The grantors in the several deeds to George B. Wilbur now in escrow with said Howard and Morse shall in writing direct the said Howard and Morse and the said Howard and Morse shall in writing agree to deliver said deeds to said Wilbur on or before January 1, 1881, upon the completion of said twenty miles or its equivalent in the manner and terms aforesaid; said Wilbur hereby agreeing to quit-claim said lands to said party of the second part.

Third. The sum of not less than ten thousand dollars in cash or its equivalent, shall be deposited with said trustees to be paid to the order of the party of the second part from time to time for the purpose of right-of-way and lands as aforesaid and for the general purposes of said railway; and the party of the second part shall be notified as aforesaid on or before September 1, 1880.

Article 3. Said trustees shall upon the demand of the party of the second part, after the completion of said twenty miles or its equivalent, as aforesaid convey to the party of the second part or said company one-half of all the lands hereintofore described and conveyed to them as aforesaid; and upon the completion of said one hundred and sixteen miles, said trustees shall upon the demand of the party of the second part convey to said party or to said company all the remainder of said lands and appurtenances, free and discharge of all trust.

Article 4. If the party of the second part or said company does not construct at least twenty miles or perform an equivalent amount of work, coupled with the purchase of materials as aforesaid before January 1, 1881, or does not construct one hundred and sixteen miles before January 1, 1882, unless prevented by unforeseen causes or causes which could not have been prevented by the use of ordinary forethought, or unless prevented by perils and delays in navigation, then upon due proof thereof, and upon demand by the party of the first part or the majority of the persons in interest represented by said party, said trustees shall thereafter hold all said lands and things not theretofore conveyed by them under the terms of this agreement, in trust for the equitable benefit of the original grantors, their heirs and assigns, and shall distribute and dispose of the same as any court of competent jurisdiction, upon the petition of any person interested and upon full hearing shall direct. Provided, however, that any default may be waived by the party of the first part or by a majority of the persons represented by said party; and the same shall be deemed to be waived if the party of the first part or the majority of the persons represented by the party of the first part do not make demand as aforesaid within sixty days after the happening of any default as aforesaid; but the waiver of any default shall not be considered the waiver of any default subsequently made. And provided that such default and distribution shall not release the party of the second part from the obligations of this contract or from any lawful claim for damages for the non-fulfillment thereof.

Article 5. The trustees shall not be liable for the default or misconduct of each other, nor for the default or misconduct of any agent or attorney selected by them in good faith in the discharge of their trust.

And the purchaser at any sale made by them of any of the lands aforesaid shall not be liable for the application of the purchase money and shall not be under any necessity of inquiring into the expediency or legality of any such sale.

Upon the death, resignation, or incapacity or refusal to act of said trustees, the remaining trustee or trustees may fill such vacancy or vacancies, or without filling the same shall act with the same power as the original trustees could have done if their number had remained undiminished.

Upon the filling of any vacancy the title to all the land and things remaining unconveyed shall vest in the trustees thus constituted without the necessity of any formal conveyance, but each trustee shall bind himself, his heirs, executors and administrators to execute such deed for the continuance of the trust as counsel learned in the law may reasonably advise or require; and the original conveyances to said trustees shall be made accordingly.

In witness whereof the parties aforesaid have hereunto set their hands and seals the day and year first above written.

FRANK A. KIMBALL.
KIDDER, PEABODY & COMPANY.
B. P. CHENEY.
GEORGE B. WILBUR.

LUCIUS G. PRATT.
THOMAS NICKERSON.

Recorded at the request of Frank A. Kimball, October 27, 1880,
at 35 min. past 10 o'clock A. M.

GILBERT RENNIE,
County Recorder.

First County Election

The official record of the first county election held in San Diego,
April 1, 1850, is as follows:

First Precinct—Votes for Officers

The undersigned judges and clerks of election held in the first
precinct of the County of San Diego, State of California, on the first
day of April, 1850, do hereby certify, that at said election there were
eighty-eight votes polled, and that the following statement presents
an abstract of all the votes cast at said election for the officers desig-
nated in the third section of an act entitled "An Act to provide for
holding the first County Election," and that the accompanying poll
list gives the names of all persons so voting.

San Diego, April 2, 1850.

ENOS WALL,
JOHN CONGER,
Judges.
P. H. HOOFF,
C. H. FITZGERALD,
Clerks.

- For Clerk of the Supreme Court—No candidate.
- For District Attorney—William C. Ferrell, 79; Miles K. Crenshaw, 4.
- For County Judge—John Hays, 80; William C. Ferrell, 1.
- For County Clerk—Richard Rust, 82.
- For County Attorney—Thos. W. Sutherland, 71; Wm. C. Ferrell, 4.
- For County Surveyor—Henry Clayton, 85.
- For Sheriff—Agostin Haraszthy, 45; Philip Crosthwaite, 42.
- For Recorder—Henry Matsell, 50; A. Jay Smith, 34.
- For Assessor—Jose Antonio Estudillo, 81.
- For Coroner—John Brown, 45.
- For Treasurer—Juan Bandini.

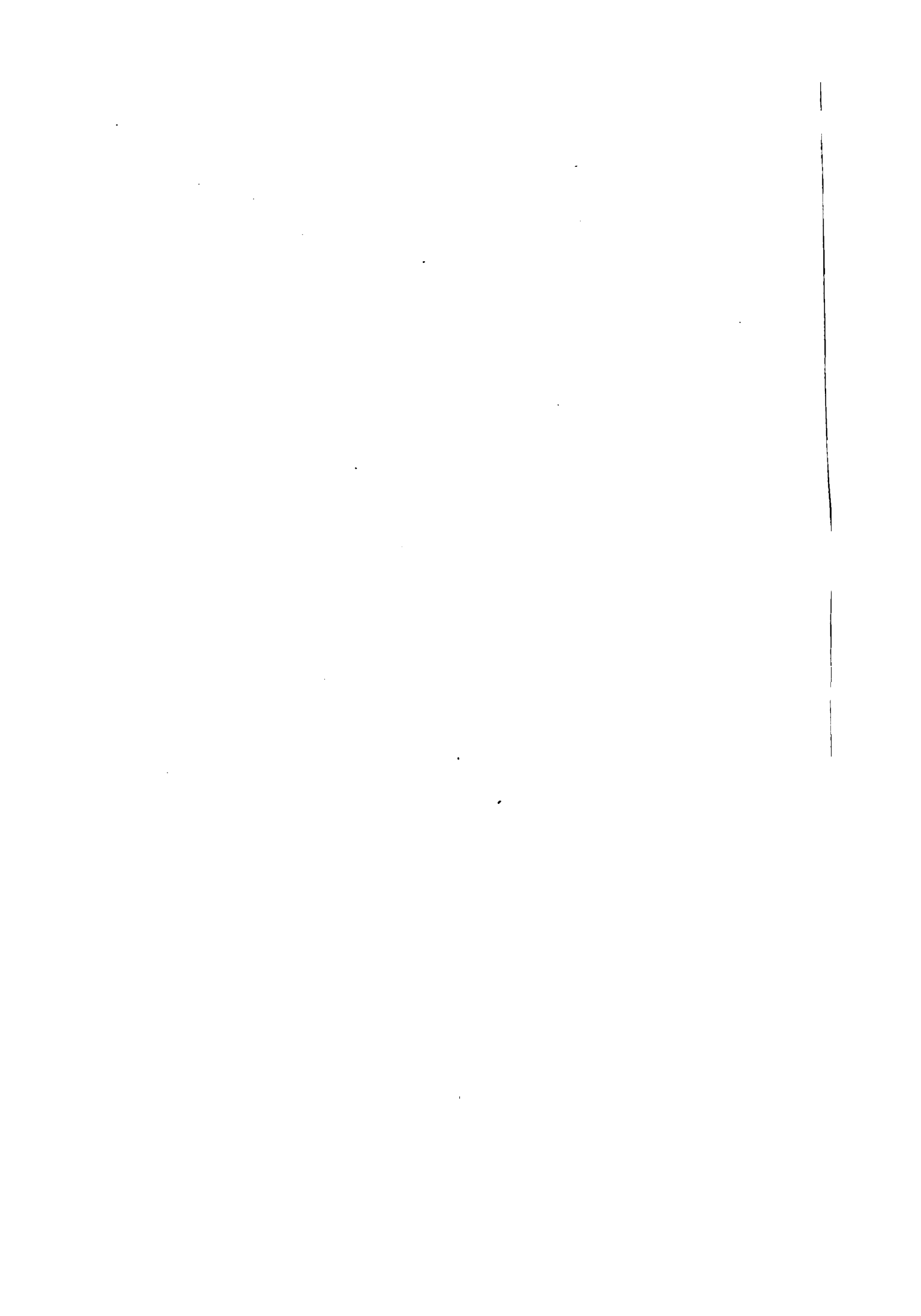
First Precinct—Poll List

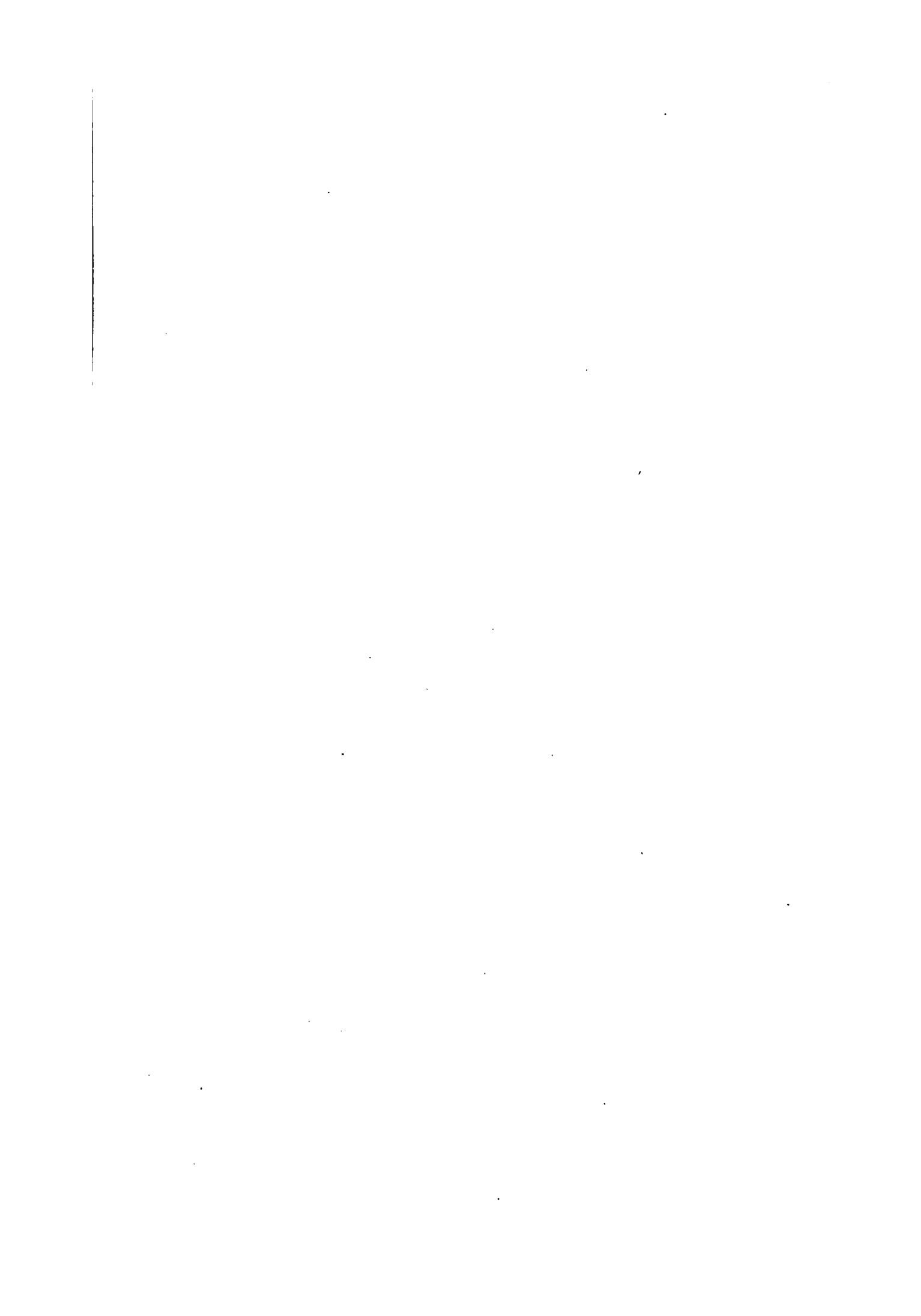
Poll list of an election held for county officers at San Diego,
California, April 1, 1850 (1st precinct):

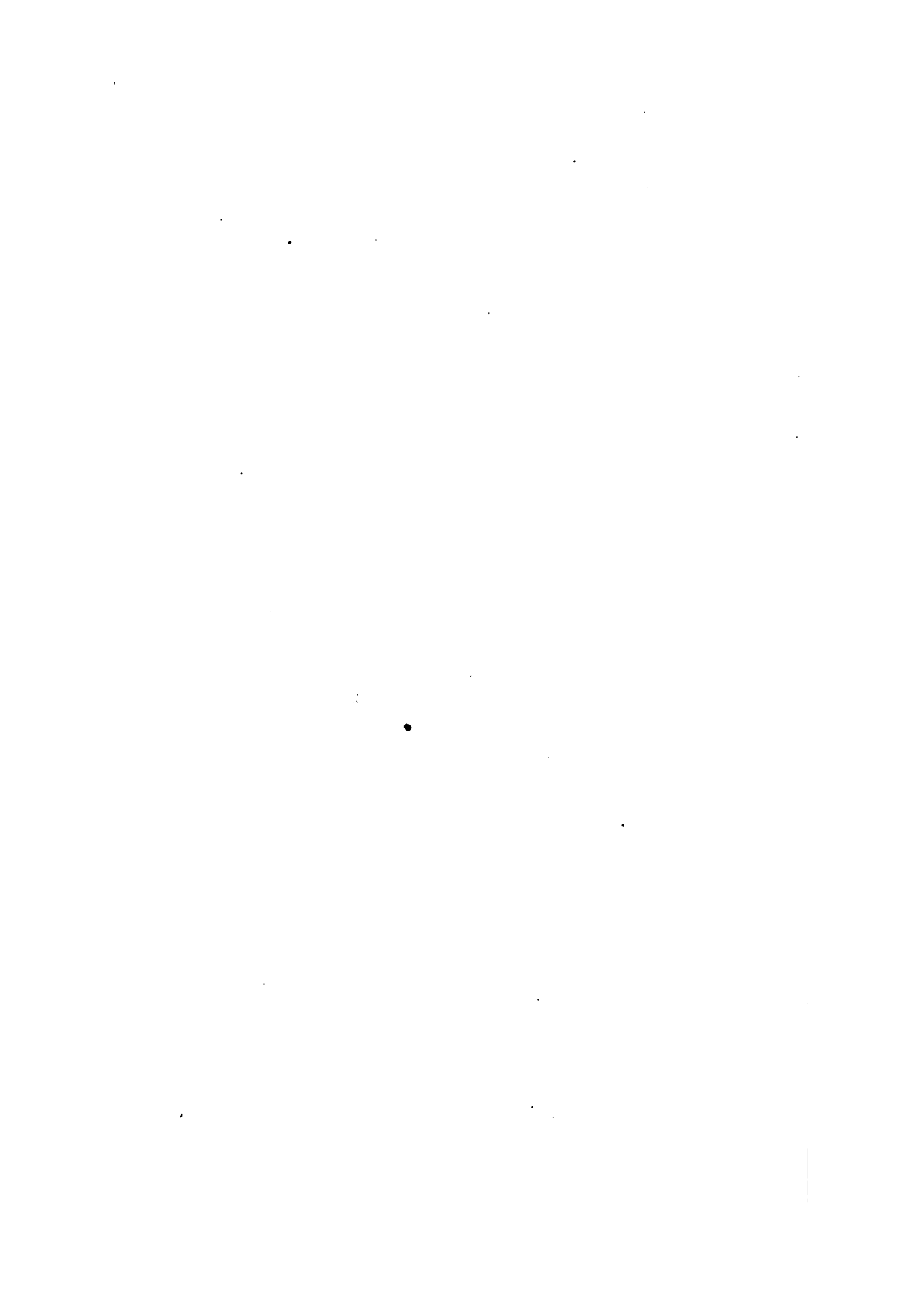
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|-------------------------|------------------------|
| 1. Thos. W. Sutherland. | 8. Henry C. Matsell. |
| 2. John Snook. | 9. L. G. Ingalla. |
| 3. Andrus Ybarra. | 10. David A. Williams. |
| 4. Don Juan Bandini. | 11. Charles Morris. |
| 5. Juan Machado. | 12. William Tongue. |
| 6. Jose T. Moreno. | 13. Ramon Rodriguez. |
| 7. Philip Crosthwaite. | 14. John Post. |

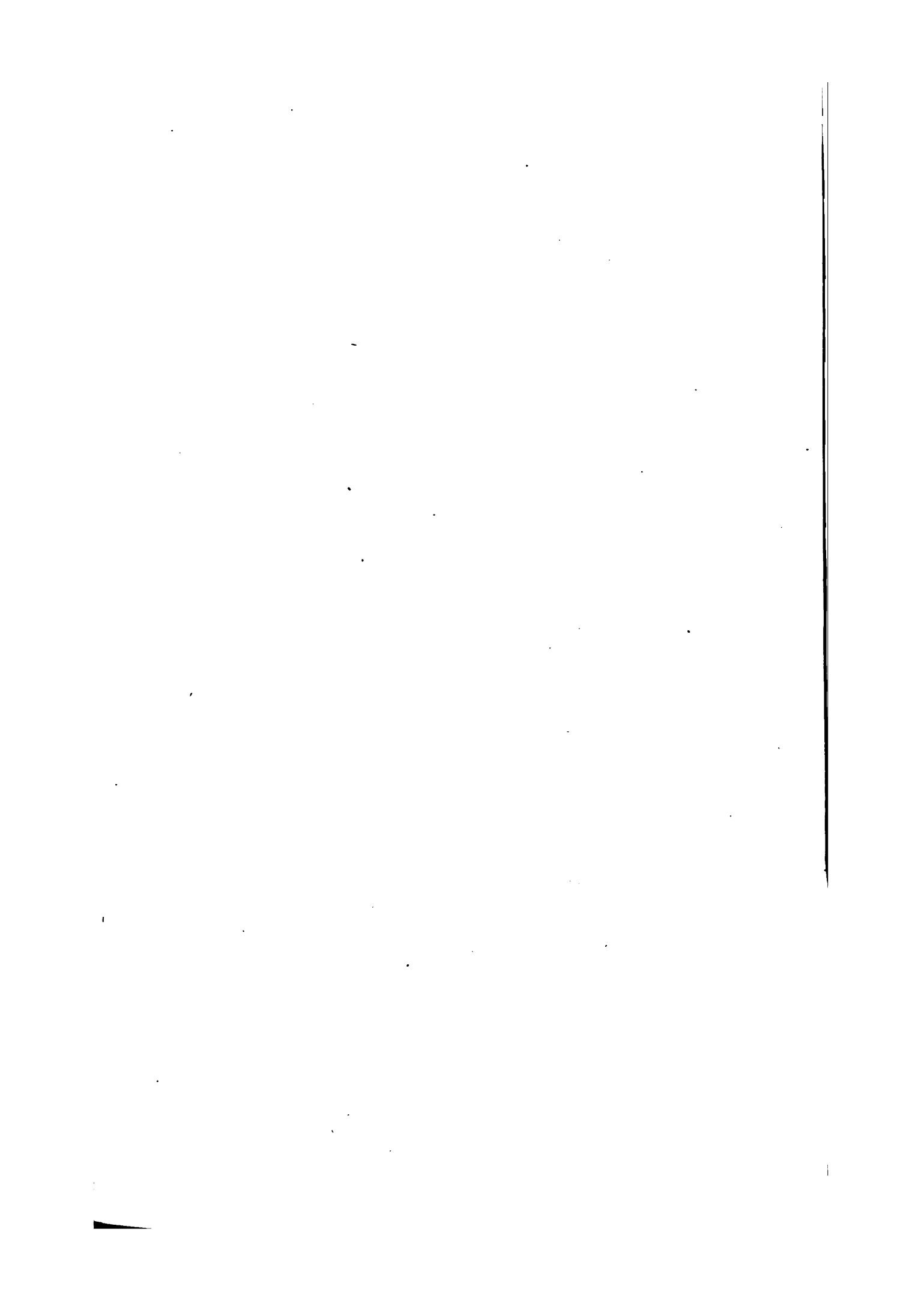
444 CITY OF SAN DIEGO AND SAN DIEGO COUNTY

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|------------------------|---------------------------|
| 15. Andrew Cotton. | 22. John A. Follmer. |
| 16. James Murphy. | 23. Benjamin F. McCready. |
| 17. Luther Gilbert. | 24. William Power. |
| 18. Agostin Haraszthy. | 25. Peter Gribbin. |
| 19. William Leamy. | 26. James Campbell. |
| 20. John Semple. | 27. Ernest Schaeffer. |
| 21. Daniel Con. | 28. Edward H. Fitzgerlad. |











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